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THE LIBRARY.

RECENT LONDON PUBLICATIONS.

A PRINCE'S MEMOIRS.

My Fifty Years. By H.R.H. Prince Nicholas of Greece. (Hutchinson, 21s.)

This extraordinarily interesting book calls back a vanished world in which Courts were stable and in which Greece seemed to be travelling towards a more glorious destiny than has overtaken it.

Prince Nicholas's aunt, who married a son of Queen Victoria and became Duchess of Coburg, went to Balmoral from Russia.

Coming as she did from palaces which were heated to perfection, she shivered at Balmoral; when she asked the housemaid to light a fire in her room she was horrified on returning from a long drive to find the fire extinguished by order of Queen Victoria. Fires in the bedroom were to her Majesty a form of degeneracy and she would not tolerate them.

The Prince's impressions of England remain vivid and kindly; he stayed at Marlborough House with his uncle and aunt, King Edward VII (then Prince of Wales) and Princess Alexandra (afterwards Queen) Alexandra.

When asked by the Prince of Wales what had impressed him most since he came to London, he replied, "The policemen and the Bank of England." "Very good, very good," said the Prince of Wales.

I was right when I told my uncle the policemen were one of the sights that had most impressed me in London. They are the impersonation of security and order; they are kindness and courtesy itself and unique in the authority they hold. No policeman anywhere in the world has the same authority and prestige. Whenever I accuse him I feel that I am addressing a gentleman, and it flatters me to think that he thinks the same of me.

PALMERSTON'S VIGOUR AT 81.

Palmerston. By Philip Guedalla. (Duck published, Ernest Benn, 21s.)

Mr. Guedalla's study of Lord Palmerston is in most ways an admirable book. Vividly written, with more than a touch of humour, it calls up a clear picture of a vanished world, and it is as interesting as a novel.

The account of Palmerston's relations with Prince Albert, the Prince Consort, is priceless. So long as Albert opened his salutes, he remained a harmless (if not conspicuously amusing) pastime. But, when he took to reading the Queen's papers, conferred with Ministers, and pelted them with memoranda, things became more serious. Alone, he might perhaps have been ignored. But Albert was not alone. For he enjoyed the inexhaustible advice of Stockmar.

Queen Victoria, who in her earlier days and her later days was English to the core, under Prince Albert's influence and under the influence of Uncle Leopold of Belgium, was overcome by "German predilections." It was these predilections that Palmerston combated so vigorously, though not always with complete success. He wanted British policy to be run in British interests, not in the interests of any foreign Court or country. So it is no surprise to learn from the Queen's letters that

I never liked him or could ever the least respect him, nor could I forget his conduct on certain occasions to my Anger. He was very vindictive and personal feelings influenced his political acts very much.

Palmerston retained astonishing vigour and appetite to extreme old age, as might be expected from one who was not afraid of a winter swim in the Thames in middle life. In his 81st year he consumed this gargantuan dinner:

He began with "two plates of turtle soup, an ample plate of cod and oyster sauce, a pâté and two singularly greasy entrées; then he grew serious and attacked a plate of mutton, a slice of ham that struck his guest [the Speaker] as "the largest and, to my mind, the hardest slice of ham that ever figured on the table of a nobleman," concluding with a portion of pheasant.

Foreign Office File.

A good example of Palmerston's jaunty manner is given in this story of a fire at the Foreign Office, when he was Foreign Secretary:

"Have you," inquired the Secretary of State, "any valuable books in this room, Mr. Hunter?" Deep in his papers, the old man grunted. "And what if I have?" "Oh, nothing," replied his bland superior, "but I suppose you know that the house is on fire." And Palmerston withdrew, shutting the door with care.

On the eve of death Palmerston seemed full of spirit. He breakfasted off mutton chops and a half glass of old port, expressing a gentle wonder that he "should have lived so long without discovering what a good breakfast it is."

(Continued on next Column).

THE GIRL OF TO-DAY.

BETTER PHYSICALLY THAN HER GRANDMOTHER.

EMINENT PHYSICIAN'S TESTIMONY.

"Our girls of to-day, at least those of them who do not aim at shapeless attenuation and the parallelogram figure, are far more finely developed physically than were their great-grandmothers. They are born and bred under vastly better sanitary conditions. They are better fed; their clothes, when they wear any, are restrictive of no physiological function. They get abundant exercise in the open air, and live in an atmosphere of freedom and variety, but it may be questioned whether they are, on the whole, more wholesome-minded than were the girls of the 18th Century."

This was one of the stimulating and provocative statements with which Sir James Crichton-Browne's "Victorian Jottings" from an old commonplace book (Etchells and MacDonald, 15s.) is studied. This famous mental specialist has met most of the people worth knowing in his life, and his book is filled with reminiscences of them. He ranged from a dissertation upon Mary Queen of Scots at Jedburgh to the first eugenicists, and is interesting upon them all.

St. Paul's Cathedral is a trap for lunatics," he writes. "Attracted by its fame, its traditions, its bulk, its beauty, and its position in the very heart of the City, many crazy persons go there to deliver their mad messages or protest against their imagined grievances, and are handed over to the police for brawling or interrupting the service, and by the police are, of course, passed on to the City Asylum. In the City Asylum there are always a number of patients who have been committed for brawling in St. Paul's."

Operating Surgeon. Sir James is presently interested, of course, in matters medical, and the following is an interesting side-light upon surgical nerves:

"Every great surgeon (he writes), it used to be said, shakes, sweats, or sweats when he operates. That must have been in the pre-anesthetic days, when operations were agonising or agonising affairs. Nowadays the operating surgeon is always calm, composed, and self-possessed."

Still there is often profound feeling beneath. I saw Sir Joseph Lister operate one morning on a private patient, a young and beautiful girl. The operation was a comparatively trifling one, and the morning was chilly, yet the perspiration gathered on Sir Joseph's face all the time, and stood in great beads on his forehead when he had finished."

PRECOCITY.

THE ADMIRAL AND OTHERS. By Peggy Temple, with a Foreword by A. St. John Adcock. (Selwyn and Blount, 2s. 6d.)

At the age of twelve Miss Peggy Temple has written a novel which, not quite so amusing nor, it may be said, quite so artless as "The Young Visitors," is yet a delightful entertainment.

An older hand has corrected the punctuation and, perhaps, the spelling, but Mr. St. John Adcock states in his introduction that he is assured that in the writing of the book the author has had no assistance.

Like many older authors Peggy Temple groups her characters in a country house. The outrageous domestic economy of this household, the arrested water supply and the nocturnal wanderings of the guests betray an impish humour which reaches its climax in the creation of the joyously absurd admiral.

It is a grotesque world that these preposterous adults inhabit. But it is wonderfully alive; the least of Peggy Temple's characters is clearly cut and individual.

FROM NEW NOVELS.

"Beautiful clothes have a curious pervading supremacy; they command a kind of fealty. Argument will suddenly sober to a negative compromise before a beautiful woman, beautifully-dressed."

Lovers. Mrs. Harrod. (Jarrolle, 7s. 6d.)

"Nowadays we give Christian names where people used to give a handshake, and where people used to give Christian names we're on kissing terms."

HER PRIME PARTNER. Berta Ruck. (Hodder and Stoughton, 7s. 6d.)

"No woman can think very badly of a man who loves her, whatever he may be."

THE PRINCE OF WALES. Martin Cum. (Jarrolle, 7s. 6d.)

"She was a girl who had that remarkable gift, which only a few Parisians possess, of conforming with the fashion and yet looking exclusively and characteristically herself, totally different from any one else."

PEOPLE GET THE SACK. Paul Gyne. (Hutchinson, 7s. 6d.)

"Men are fond of reiterating that they dislike women with brains, and this is probably true, but no man can live indefinitely with a woman who has no mind, which is a very different thing."

ENGLAND'S MENTAL DEFECTIVES PROBLEM.

STERILISATION NOT PRACTICAL.

ABILITY OF THE CRIMINAL.

Few problems are causing more anxiety in England than the high birth rate among the mentally defective sections of the population in England. The problem is extraordinarily complex for though criminals are in a certain sense mentally defective they are often full of ability. In fact "statistics seem to show that the general intelligence of criminals is not less, but possibly rather more than that of the general public," said Dr. Kempe Watson, speaking recently at the Conference of the Central Association for Mental Welfare, at Westminster.

"The general run of criminals," he added, "are pretty intelligent fellows. I do not know that this would have been so before the War, but a much more intelligent type of criminal has emerged during the past two years."

Mr. J. Sandeman Allen, M.P., said, in a paper which was read at the same Conference, "It should, in my opinion, be made illegal for certifiable defectives, and certainly for defectives under supervision, to marry."

"Sterilisation would not really help. The suggestion of the lethal chamber was reactionary and barbaric. Would we trust life and death to a Board of Mental and Physical Efficiency, and, if so, who would accept such a responsibility? The majority of defectives are happier under care than they would be if left unprotected in an unequal struggle with the world," said Miss Ruth Darwin, Board of Control Commissioner.

Obvious Measure. The inevitable trend of civilisation towards preventing the natural elimination from the race of the unfit might lead, if uncounteracted, to a deterioration in the quality of the population. The most immediate and obvious measure was to prevent the procreation of children by persons who were unfit to become parents on account of mental defect.

Sir Leslie Scott, K.C., M.P., said the question of the best means of preventing the marriage of defectives would receive serious consideration in the near future.

"Wholesale sterilisation," said Mrs. Hume Pinset, Commissioner of the Board of Control, "is absolutely outside the scope of practical politics, and is not worth even a few minutes consideration."

Miss Hodgson, of the Eugenic Society, said the Society was recommending to members of Parliament that whenever a new Bill to deal with mental deficiency was proposed, a clause should be inserted making it a misdemeanour to marry or connive in the marriage of a person certified under the Mental Deficiency Act unless there was reason to suppose that the marriage would not be fertile.

PRISON REFORMS IN SIAM.

YOUNG OFFENDERS AND OLD HANDS SEPARATED.

I am now glad to be able to say that a step has been taken to remove a condition of affairs in the Siam prisons that was a reflection on the prison administration of the country, writes a Straits Times correspondent from Bangkok.

It has been the custom to place juvenile offenders in close contact with hardened criminals. This has had disastrous consequences, for the young boys, probably in prison for a single lapse, have been contaminated by the immoral influences of the seasoned men, and prison, far from tending to show them the error of their ways, has developed in them a certain recklessness that has led to a life of crime.

It was obvious that this state of affairs could not be permitted to continue indefinitely unless the Government were satisfied to see crime on the increase. The Minister of the Interior, under whom the prison administration falls, has been closely investigating the situation.

He has been so horrified at what he has seen that he has ordered that on no account must juvenile offenders be placed in contact with the hardened men of vice.

Furthermore, he is arranging that during their period of incarceration the education of the boys shall not be neglected.

Prisons Overcrowded. The prisons here are grossly overcrowded, and in consequence health conditions are lamentable. Fundamental sanitary principles have been ignored. Nothing much could be done until additional accommodation was provided, and in these days of retrenchment it would be unpardonable to suggest that another prison be erected.

The minister has hit on the expedient of utilising provincial prisons, some of which have room to spare. The fact that they have a matter of deep gratification, though it will be a surprise to many who had thought that lawlessness in the provinces was a question of concern to the Government.

It has been decided to send a number of prisoners to a provincial gaol and it is to be presumed that if Bangkok does continue to find that the prison accommodation is still inadequate for her requirements, other provincial gaols will be made use of.



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4 ARKOS, KINGS OF

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will perform blindfolded with legs tied in sacks. Mr. Chaikowsky will jump the Famous Saltomartale.

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30 CLOWNS 30

Something new in the Circus World. Dances, leaping and pyramids of different kinds.

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For the first time in the Orient. Everywhere a great success.

PONY MATHEMATICIAN

who can do most things which usually stump schoolboys in ADDING, DIVIDING, SUBTRACTING, and MULTIPLYING.

Trained and introduced by Mr. Isako.

FRANZ, FERRY & KOKO.

The best clown in the Orient. You must laugh when you see them in the ARLEKINADA, the great comical scene introducing Jumbo, the Elephant of Ceylon.

ZEBRIK,

The pony which was presented to Mr. Isako by Mr. Catroumoff, a former Manager of C.E.R., will work under the control of Miss L. Bijker.

THE GIANT AND THE LILLIPUT

A wonderfully trained Siberian Horse and a Korean Pony will be presented in the Liberty act by Mr. Isako.

SATURDAY and SUNDAY,

January 8th and 9th,

SPECIAL MATINEE

at 3 p.m. sharp.

NOTICE—Saturday, 8th Jan. Celebration of Performance of the 50th ANNIVERSARY 50th

of the Circus Proprietor's (Mr. ISAKO) Connection with Circus Life.

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VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and cures from the vital current every lurking trace of poisonous matter, expels blood and skin diseases, scrofulous and glandular swellings, bad leg abscesses, ulcers, eczema, gonorrhea, rheumatism, goitre, Dercy's Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

BRAIN AND NERVE FOOD. For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.2, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CASH CHERMISTS.

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ON SALE. BOUND VOLUMES of the HONG KONG WEEKLY PRESS, January to June, 1926. WITH INDEX, PRICE—\$7.50. On sale at the Hong Kong Daily Press Office.

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PURE MANILA ROPE.**
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SLOWLY BUT NOT SLOW ENOUGH.

COLLISION WITH NAVAL HOSPITAL WALL.

A lorry driver was charged before Mr. W. Schofield at the Central Magistracy yesterday morning with dangerous driving, and with failing to report the accident.

The defendant was coming out of Kennedy Road a few days ago at a rather high speed, with the result that a private car, in avoiding a collision, ran into the wall of the Naval Hospital and was damaged.

The defendant said he sounded his horn forty feet before he reached the turning and was not going fast.

His Worship remarked that he could not see what else the defendant could have done.

Sub-Inspector Alexander replied that it was necessary to "crawl" out of the road, and many people stopped before rounding the corner. If the lorry was about sixteen feet long that did not leave much room for an approaching car to pass. He added that there was no signboard or policeman, as most of the road was closed to traffic.

In imposing a fine \$5 on the first charge, his Worship remarked that it seemed the defendant was driving quite slowly, but not slowly enough. The defendant was fined \$7 on the second charge.

HOLBEIN PORTRAIT OF QUEEN MARY?

ART DEALER'S LUCKY PURCHASE.

EXPERTS' ENTHUSIASM.

Among pictures belonging to the late Rosalind Countess of Carlisle sold in England on May 6th last was the portrait of a girl in the dress of the early part of the 16th century.

It was at first thought to be by the Dutch painter Antonio Moro (Sir Anthony More), who painted the well-known portrait of Queen Mary, daughter of Henry VIII., which is now in Madrid.

The purchaser brought it to Berlin to show Professor Wilhelm von Bode, curator of the Emperor Frederick's Museum, the greatest living authority on Holbein. He has pronounced it a portrait of Princess Mary before she became Queen, painted by Holbein.

"It is the greatest artistic discovery of the century," said the aged professor. "It has all the characteristics of Holbein's style and must be by him. Nobody else could have painted it. The painting of the hand is his alone."

And he spoke of the wonderful violet of the Princess's dress.

The Same Chin.

The picture was shown to Dr. Friedlander, another leading German authority, and a Press representative found him while comparing a photograph of the portrait with prints of other portraits of the Queen. The photograph shows a comely girl of about 24, and the others show the rather wistful face of an elderly woman.

"But look," said Dr. Friedlander, "the curve of the chin is the same. We can hardly doubt that the picture is a portrait of the Princess, and I think that very probably it is by Holbein."

Sumptuous Dress of Crimson—Maroon Velvet.

The picture was purchased by Mr. F. Sabin, the well-known Bond-street art dealer.

When he acquired it it was covered by thick layers of dirty varnish which completely hid the brilliant background so typical of Holbein's portraiture. The whole picture is enamel-like in quality, and the features are drawn and modelled with that tenderness and delicacy of which Holbein alone held the secret. The Princess is depicted in a sumptuous dress of crimson-maroon velvet, from the widening sleeves of which protrude the slashed sleeves of the undergarment.

The picture is in a marvellous state of preservation and has lost none of its early freshness and purity of colour.

MANAGER OF DUBLIN.

LORD MAYORALTY TO GO.

The joint Commission of the Dail Eireann and the Irish Free State Senate set up to make recommendations as to the unified government of the proposed Greater Dublin, issued its report last month.

Greater Dublin, it says, should be governed by one elected central authority, consisting of a council of 75 members with two smaller councils for the administration of local affairs in the northern and southern areas.

There will, according to the report, be a city manager, who will control finance and submit his budget to the council of 75 for public examination. The chief services will be administered by directors, and there will be no Lord Mayor of Greater Dublin.

Dublin is at present administered by three business Commissioners, each under 30 years of age, who replaced the old ineffective corporation.

HONG KONG IMPORTS.

FORTNIGHTLY PRICE CURRENT AND MARKET REPORT.

OF HONG KONG GENERAL CHAMBER OF COMMERCE.

The fortnightly price current and market report of the Hong Kong General Chamber of Commerce, dealing with imports, states:—

COTTON PIECE GOODS AND FANCY COTTON GOODS.—There is nothing to report and market is at standstill. Latest cotton quotations to hand are those of December 30th. Eg. Sakel 1100d. Mid. Amer. "Spec" 6.90d.

COTTON YARN.—There is still very little business doing as rates have not come up nearly enough to compensate for the fall in exchange. Quotations are purely nominal:—No. 10s at \$140 to \$160, No. 12s at \$145 to \$160, No. 16s at \$100 to \$170, No. 20s at \$175 to \$190. Arrivals 100 bales. Shipments nil. Sales 500 bales. Unsold stock 13,400 bales. Bargains 13,300 bales.

WOOLLEN.—Market dead. **RAW COTTONS.**—Nothing doing. **METALS.**—Prices unchanged. Mar. dull, nothing doing.

FLOUR MARKET.—Stocks: About 700,000 bags of all sorts. Market: Dull. Quotations: American patent, \$4.40 to \$4.50 per sack; American straight, \$3.40 to \$3.65 per sack; American Cut-off, \$3.45 to \$3.70 per sack; Shanghai flour, \$3.40 to \$3.50 per sack; Australian No. 1, \$3.70 to \$3.85 per sack; Canadian Cut-off, \$3.50 to \$3.65 per sack; Canadian straight, \$3.35 to \$3.40 per sack; Canadian Mixture, \$3.30 to \$3.40 per sack; Canadian 2nd Clear, \$3.10 to \$3.25 per sack.

SUGAR.—Local stocks very low. **SUGAR.**—Market steady. **SALT PETRE.**—Quiet market with very little doing.

TOBACCO PROFITS.

ENGLISH DIVIDEND OF 35 PER CENT. TAX FREE.

A rise of fully half a million in profits and a share bonus of one share for every two held are the features of the report of Carreras (Limited), one of the biggest of the "independent" tobacco firms in Great Britain, for the year ended October 31st, 1926.

The report shows an available balance of £1,360,387, against £889,447 for the previous year. A final dividend of 35 per cent, tax free, is recommended, making the total for the year 50 per cent, tax free, on the Ordinary and A Ordinary share.

For the previous year the distribution was at the same rate, but on a lower capital, as shareholders a year ago received a bonus of one share in four.

From last year's profits £125,000 is placed to taxation reserve (against £20,000); £22,918, to employees' super-annuation fund (against £15,473), leaving £921,153 (against £23,443), out of which it is proposed to capitalise £200,000 for the bonus issue, leaving £721,153 (against £33,443) to go forward.

"BOBBY" ABEL'S STRUGGLE

WITH ADVERSITY.

FORMER OVAL IDOL.

Those who knew Robert Abel—"Bobby" always to every man in the Oval crowd for 20 years or so—must have been shocked and saddened by the news that the old Surrey cricketer has fallen upon hard times. Luck has been against him. His eyesight has failed—he is practically blind and his business as an athletic outfitter has failed.

"Bobby" Abel was never a man to squal. He takes bad luck with the courage that he showed when he suffered a bang in the ribs from Kortright or Ernest Jones, or any other of the old-time bowlers who had far more speed than anyone of recent years.

Centuries.

For years he was the most popular of Surrey batsmen—at least as popular as Hobbs is to-day. Here are some facts about Abel's achievements:—

In each of the eight seasons from 1895 to 1902 he scored over 2,000 runs in first-class cricket.

In 1899 he scored 357 not out against Somerset.

In 1901 his aggregate of runs reached 3,300.

His number of centuries in first-class games was 74.

In addition to all this he was a useful slow bowler and a good field—first at slip and later at point.

Dr. W. G. Grace, under whose captaincy Abel played in Test matches both in England and Australia, once said: "As a batsman he is in the first flight, having exceptionally strong defence and for his size he hits hard all round. His pluck and cheerfulness are really first-rate."

And Mr. C. B. Fry wrote of him: "There are two ways about his batting. He gathers runs like blackberries everywhere he goes."

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

JANUARY 4th, 1927.	
Bank of China	\$1.130 nom.
Do. London	\$1.115 nom.
Chartered Bank	\$2.110 nom.
Mercantile Bank, A. & B.	\$2.110 nom.
Do.	\$2.110 nom.
P. & O. Bank	\$2.110 nom.
East Asia Bank	\$2.110 nom.
China Insurance	\$2.110 nom.
China Underwriters	\$2.110 nom.
North China Ins.	\$2.110 nom.
Union Insurance	\$2.110 nom.
Yangtze Insurance	\$2.110 nom.
China Fire Insurance	\$2.110 nom.
Hong Kong Fire Ins.	\$2.110 nom.
Douglas	\$2.110 nom.
Steamboats	\$2.110 nom.
Hong Kong Tugs	\$2.110 nom.
Indo-China (Ref.)	\$2.110 nom.
Do. (Ref.)	\$2.110 nom.
Shanghai Transports	\$2.110 nom.
Star Ferry	\$2.110 nom.
Waterboats	\$2.110 nom.
China Sugars	\$2.110 nom.
Malayan Sugars	\$2.110 nom.
Benguet	\$2.110 nom.
Kailash Mining Ad.	\$2.110 nom.
Langkate (combined)	\$2.110 nom.
Do. (single)	\$2.110 nom.
Shan. Exports	\$2.110 nom.
Shanghai Loans	\$2.110 nom.
Ranba	\$2.110 nom.
Tonghai Mines	\$2.110 nom.
Ural Caspian	\$2.110 nom.
H. K. & W. Wharfs	\$2.110 nom.
H. K. & W. Docks	\$2.110 nom.
Hongkong	\$2.110 nom.
New Engineering	\$2.110 nom.
Shanghai Dock	\$2.110 nom.
H. K. & S. Hotels	\$2.110 nom.
Hong Kong Land	\$2.110 nom.
Hong Kong Realty	\$2.110 nom.
H. K. Terminals	\$2.110 nom.
Humphreys Estates	\$2.110 nom.
Prince's Buildings	\$2.110 nom.
Rural Lands	\$2.110 nom.
Ewo Cottons	\$2.110 nom.
Oriental	\$2.110 nom.
Shanghai Cottons (old)	\$2.110 nom.
Do. (new)	\$2.110 nom.
China Buses	\$2.110 nom.
B. K. Tramways	\$2.110 nom.
Peak Tram (old)	\$2.110 nom.
Do. (new)	\$2.110 nom.
Singapore Tractions	\$2.110 nom.
Taxis	\$2.110 nom.
Amusements	\$2.110 nom.
Canton Tea	\$2.110 nom.
Cemeter (combined)	\$2.110 nom.
Do. (old)	\$2.110 nom.
Do. (new)	\$2.110 nom.
China Light (combined)	\$2.110 nom.
Do. (old)	\$2.110 nom.
Do. (new)	\$2.110 nom.
China Provident	\$2.110 nom.
Constructions	\$2.110 nom.
Dairy Farms	\$2.110 nom.
Der. & Wings	\$2.110 nom.
Hong Kong Electric	\$2.110 nom.
Marine Electric	\$2.110 nom.
B. K. Ropes (old)	\$2.110 nom.
Do. (new)	\$2.110 nom.
Lane Crawfords	\$2.110 nom.
Mackintoshes	\$2.110 nom.
Suncroes	\$2.110 nom.
United Asbestos	\$2.110 nom.
Watsons (old)	\$2.110 nom.
Wm. Fowells	\$2.110 nom.
Telephones	\$2.110 nom.

buy—buyers; sel.—sellers; a.—sales; nom.—nominal.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, January 3rd.	
Paris	122.15/16
Geneva	25.12
Berlin	20.40
Oslo	19.08
Helsingfors	102 1/2
Rio	52
Shanghai	Holiday
Brussels	34.80
Milan	107 1/2
Copenhagen	18.19 1/2
Prague	184
Lisbon	2.17/32
Bombay	1/6.1/32
Yokohama	2/0.7/32
New York	4.35.3/16
Amsterdam	12.19 1/2
Stockholm	18.16
Vienna	34.37 1/2
Madrid	31.56
Buenos Aires	46.7/8
Hong Kong	Holiday
Silver (spot)	25
Silver (forward)	24 1/2

HARROW FOOTBALL.

HEADMASTER AND QUESTION OF A CHANGE.

"There is no question of abolishing Harrow football," said Dr. Cyril Norwood, headmaster of Harrow School recently, to a press representative with reference to the issue whether Rugby or Association should be played in the second team.

He added:—
At present we play Association, and my proposal is that we should replace it by Rugby. That does not in any way affect the playing of "Harrow" [a combination of both], which has grown up with the school and is naturally full of tradition.
I took three opinions on the suggested alteration. The masters thoroughly approved of it, but the Philanthropic, a club composed of 17 senior boys who look after the sports side of the school, did not. When the scheme was put to the vote of the school 368 boys were in favour of it, while 214 were against.
There will be no hurried decision whether Association shall be displaced, and it will be played next term in any case.

Harvard, U.S.A., University has decided to transfer its observatory from Peru to South Africa because of the greater clearness of the atmosphere.

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TERRY IN STONE

CONFESSIONS OF A QUEEN.

WORLD

VIOLA DANA

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LON CHANEY

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CAPTAIN C. V. LLOYD.

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RIVER TRAFFIC.

GOOD BUSINESS BEING DONE.

SHIPS FILLED TO CAPACITY.

The steamers of the Hongkong, Canton & Macao Steamboat Company appear now to have returned to normal trading conditions, and during the past few days the ships both going to, and coming from, Canton have been loaded to capacity with passengers and cargo. The *Taishan* on the night service is particularly favoured, but all three boats *Taishan*, *Kinshan* and *Fatshan* are carrying between 700 and 800 passengers daily on an average and as much cargo is offering as can be conveniently accommodated.

ANOTHER CHEERFUL MESSAGE.

WUCHANG'S INSTRUCTIONS TO CANTON.

TOW-BOAT MINED.

LARGE CASUALTY LIST.

[FROM OUR CHINESE CORRESPONDENT.]

Another cheerful New Year's message has come from the Kuomintang headquarters in Wuchang to Canton: "No citizen may be deprived of his property without due process of law."

There is, however, an over-riding clause that property of "counter-revolutionaries" is outside the protection of the law. Agents of the Ministry of Finance and not a judicial body have been charged with the duty of deciding what is, and what is not, rebel property.

One big robbery in Canton was reported on the last day of the past year. A gang of criminals, disguised as Union pickets, entered a shop at Wui-nan Street and stole valuables to the nominal amount of \$10,000. However some \$7,000 were in war-bonds which now-a-days the people of Canton prize but little.

A tow-boat plying between Canton and Luntan struck a mine on December 30th which, it is thought, was laid by pirates exacting tribute from river traffic. The boat was wrecked and very few of the 200 passengers on board escaped with their lives. Rescue parties arrived too late to be of much assistance. Latest reports state that 112 bodies have been picked up of which 82 were women.

During faction fights in Canton in the New Year holidays some twenty people were killed. In August last, it will be remembered, an eight days' "war" between the two leading labour organisations resulted in several hundred casualties.

The demands of the workers of the Fong Pin (Convenient) Hospital for higher wages and better service conditions have been complied with and the dispute is now at an end. The strike actually finished before the New Year when the Police forced the employees back to work, ordering them to leave questions of pay to be settled at a later date.

Surtaxes.

It is unlikely that the Kuomintang leaders in Canton will pay any attention to the agitation of certain groups of workers that the proceeds of the surtaxes shall be reserved solely for their benefit. Originally the surtaxes were intended for the payment of the strikers but it is argued that the situation has materially changed since October 10th and that subsequent developments have made these surtaxes to all intents and purposes a regular and legitimate source of revenue.

Mr. Eugene Chen is not expected to return to Canton, but reports are circulated that Mr. Sun Fo may be expected back shortly. As Minister of Communications Mr. Sun Fo's place is, of course, in Wuchang but some say he will find the position of Mayor of Canton more comfortable than his present one.

SOUTHERN ARMY IN KIUKIANG.

IMPRESSION OF LEADERS AND TROOPS.

MOSCOW THE BRAINS OF CANTON?

The behaviour of the members of the Chinese Revolutionary Government and their *entourage* while in Kiukiang has been disappointing, says a Kiukiang correspondent to the *N.Y. Daily News*. In the hotels in which they lived, beds were spoked in and sheets burnt, ink was upset and tablecloths spoilt. The floors and carpets of lounges were spat on indiscriminately and so were the walls. In fact, though of course some of the party knew very well how to behave, many did not and the whole general tone was not of the sort usually associated with modern Governments.

The Chinese say that Chiang Kai Shek was accompanied by his five wives, one of whom is Russian. A number of Russian women fraternized with the soldiers of the Cantonese body-guard, sitting amongst them, chatting and joking with them. Nor were all these women the wives of the Russian secretaries and officers attached to the party. The picture is not one which inspires confidence. When we go soldiering in the West we keep women out of our council halls, even if they are our wives. Communism may be all very well in some places, but the sight of all sorts of nondescripts lounging about when important conversations are being held does not give an impression of efficiency.

The respect shown for Chiang Kai Shek and other members of the Revolutionary Government, including Mrs. Sun Yat Sen, was not conspicuous among the members of their retinue. There was only one man for whom they all showed real respect. For him alone did they all rise when he entered the room. On his appearance the nondescripts vanished; the chairs in which they had lounged were left empty. He alone had a body-guard who could pretend to vie in smartness in any way with the sort of troops we are used to in the West. That man was Gales.

S.S. "HANG AN" PIRATED.

PIRATES MADE OFF WITH \$10,000 BOOTY.

The *Canton Gazette*, states that the s.s. *Hang An* of the Yuan An Shipping Company, plying between Shanghai, Swatow and Canton, was pirated on the afternoon of December 22nd, while sailing near Sangchow.

The vessel was fully loaded with cargo, and had 40 passengers on board, among whom were fourteen men who had only paid half fare on the pretence of being in military service.

When the ship was near Sangchow, at about 6 p.m. on the day of her departure from Swatow, the robbers on board rose at a signal, and began to loot the vessel, transferring their booty to a junk which sailed near the ship from the shore. A loss of over \$10,000 is reported.

On the arrival of the ship at Canton, on December 26th, the matter was reported to the 12th Police Station of the Bureau of Public Safety, and the Military Headquarters, the Provincial Government, the Naval Department, as well as to the Headquarters of the Precautionary Commission. Steps for the arrest of the robbers, and the recovery of the cargo were requested.

ALEX. ROSS & CO. VICTIMISED.

THREE BALES WHITE SERGE STOLEN FROM OFFICES.

Three bales of white serge were stolen from the offices of Messrs. Alex. Ross & Co., at No. 4, Queen's Road Central, some time between 3 a.m. on Sunday and 10 a.m. on Monday.

A report has been made to the police, in which it is stated that the value of the goods stolen is \$1,000.

"SUNNING" PIRACY CASE.

POLICE EVIDENCE HEARD YESTERDAY.

ENTERING ON CLOSING STAGE.

DEFENCE TO OPEN TO-MORROW?

The case for the Crown in connection with the eleven Chinese now held on charges arising out of the piracy of the s.s. *Sunning* is drawing to a close. It is expected that it will enter its final stage at the Central Magistracy this afternoon, and that it will be concluded to-morrow. Mr. M. K. Lo, who appears for a number of the men, hopes to open his defence in the afternoon.

Formal evidence was given by police officers at yesterday's hearing, before Mr. R. E. Lindell, and sittings of the Court were held both in the morning and afternoon.

Sub-Inspector Lane said that he found an European overcoat in a cabin on board the *Sunning*, and that in the pocket of the coat was a letter addressed to Mr. H. W. Lapsley, the Eurasian passenger who was kidnapped by the pirates. Witness also discovered another waterproof in No. 9 defendant's trunk, which was later identified by Mrs. Anderson, the Chinese wife of a foreign who was a passenger on the steamer.

Cross-examined by Mr. M. K. Lo, witness admitted that certain goods found on the No. 6 defendant, as well as certain cards and documents, were consistent with his story that he was on a business trip to Hong Kong.

At the afternoon session evidence was taken from the Captain Superintendent of Police (the Hon. Mr. E. D. C. Wolfe) who said that he went to Bias Bay on November 16th in H.M.S. *Vindictive* and arrived there at dusk. At about 7 p.m., a cutter arrived from H.M.S. *Bluebell*, which was anchored not very far from the *Vindictive*. On board the cutter were 9 prisoners, all of whom were handed over to the Captain of the *Vindictive*. Of the prisoners, witness identified defendants Nos. 1, 2, 3, 4, 5, and 8 in Court.

Witness further added that a sackful bag, one motor car outer tyre, one service revolver, and a packet containing 11 rounds of ammunition of various calibres were also handed over to the Captain of the *Vindictive*. The revolver was similar to those issued to the police of Hong Kong. It was a Smith and Wesson and bore the number 69—July, 1924. The prisoners were brought back to Hong Kong by H.M.S. *Vindictive* and were landed at Queen's Pier, from whence eight of them were taken to the Central Police Station by the prison van, and one prisoner who was wounded was carried to the Government Civil Hospital.

Mr. T. H. King, Director of Criminal Investigation, gave corroborative evidence and also testified to the identification, parades held on different occasions, in which several of the defendants were picked out by witnesses.

His Worship, however, remanded this part of the evidence till Thursday in order to give Mr. King more time to prepare a list showing the defendants who were picked out in each parade and by what witnesses.

After further evidence had been given by Inspector William Spear, who took the prisoners from Queen's Pier to the Central Police Station, Mr. H. K. Holmes, Crown Solicitor, said that the Crown case was entering upon a closing stage, as he has only one or two more witnesses to call. He would like to call the Japanese interpreter to prove the statement made by the No. 8 defendant.

Mr. Lo: Your Worship, probably I can open my defence on Thursday.

His Worship: Yes, I suppose so. Mr. King's evidence can be finished in the forenoon on that day, and I will hear the remaining witnesses tomorrow afternoon at 2.30.

The case was remanded till this afternoon at half past two.

THE LATE MR. MATTINGLY.

FULL COURT EXPRESS WARM TRIBUTES.

HIS FINE QUALITIES REFERRED TO.

A special Full Court sat at the Supreme Court yesterday morning, comprising the Chief Justice (Sir Henry Gollan, and the Puisne Judge (Mr. Justice Wood), who sat together, with a very large number of local barristers and solicitors attending for the purpose of expressing sympathy with the relatives of the late Mr. R. F. Mattingly, who died at Repulse Bay Hotel last week.

Very high tribute was paid to Mr. Mattingly's work, and sorrow was expressed at the loss his death had occasioned both to the legal profession and the community generally.

The Hon. Sir Joseph Kemp, K.C., Attorney General, said:—"It is my sad duty, on behalf of both branches of the legal profession, to express our grief at the death of Mr. Mattingly. He had many claims both on our affection and esteem. In the course of his legal education he showed a brilliance which has never been surpassed. In the conduct of his profession he very soon attained a reputation, which anyone, anywhere, might have envied. In private life he was always bright, sympathetic, and unselfish. For many years he fought against ill-health with a courage and cheerfulness which won the admiration of all of us. We have lost a wise counsellor and a good friend. I only wish to add that we all desire respectfully to offer our sympathy with his relatives in their bereavement."

The Chief Justice said:—"Mr. Attorney—Mr. Mattingly very seldom appeared in these Courts, but on the few occasions that he came before me I realised that he was a man with personality, and of sound legal judgment. What you have said of his career and the esteem in which he was held by all those with whom he came into contact in this Colony, only serves to confirm the impression of the slight acquaintance I left on my mind. We deplore—and I speak for my learned brother as well as myself—we deplore the passing of a career which showed itself of such great value, and we deplore it all the more because that value increased as time went on. We desire to associate ourselves with the expression of sympathy which you have given on behalf of the profession. I propose, Mr. Attorney, to direct that a record be entered in the minutes of the Court of what you have said and also to direct the Registrar to communicate an expression of our sympathy to his relatives."

A BAD BLACK CAT. FONDNESS FOR DRIED DUCK LEADS TO FIRE.

A SERIES OF MISHAPS.

The small fire which broke out at No. 28, Elgin Street, yesterday morning was caused by a series of mishaps, a cat, a piece of dried duck, a cook and even the No. 6 fire engine contributing towards this somewhat amusing incident.

The trouble was started by a black cat, causing a coyote's eye on a piece of *laap aap* (dried duck), which was left on the dining table on the ground floor. She was watching for the cook to leave the room and the unsuspecting chef found that he had to get something from the kitchen, and in he went. The cat at once pounced upon the delicacy making good her escape under a bed.

The black cat was, however, not so lucky as it thought and was "spotted" by an old woman, who gave chase. But the space under a bed in Chinese tenements generally provides storage room for a number of odds and ends. In this present instance it was crammed with old cotton quilts, curtains, fire-woods, etc., all more or less of an inflammable nature.

The old party was not able to locate "Pussy" among the rubbish, and the black cat, wisely kept out of sight, the while holding on to the precious morsels. Cook was summoned and then things happened.

The cook lit a match and started to search for the errand cat under the bed. The lighted taper came in contact with a bottle of samshu, and there was an explosion, and a fire broke out amongst the bedding. The cook was severely burned in the face.

A telephone message was sent to the Fire Brigade, and in rushing to the scene, the No. 6 engine experienced great trouble and got stuck on the hill, when within a few yards of the house.

But all's well that ends well. The outbreak was fortunately extinguished before serious damage was done.

ILLEGAL POSSESSION OF WEAPONS.

"PRESIDENT GRANT" PASSENGERS INVOLVED.

CASES AT KOWLOON.

A number of cases relating to the possession of weapons, etc., were dealt with by Mr. T. W. Ainsworth at the Kowloon Magistracy during the holiday. Six seizures were referred to, and these involved the arrest of four persons, three of whom were passengers on board the s.s. *President Grant*, which arrived in Hong Kong on Sunday. Two cases consisted of applications for the confiscation of ammunition which had been unclaimed.

One passenger on the *President Grant* was fined \$300 for being in possession of 350 rounds of ammunition, and the defendant, while admitting the charge, pleaded ignorance of the regulations of the Colony.

Another passenger on the same liner was fined \$100 for possession of one detective special revolver and 49 rounds of ammunition.

A Chinese passenger entered a plea of not guilty when charged with being in unlawful possession of a dagger without a permit. He said that the trunk in which the dagger was found by a Chinese detective did not belong to him, but was left in his charge by a friend, who gave him the key. He had no idea the dagger was in the box, and claimed that the name of another person, not himself, was inscribed on the box in Chinese characters. In view of the fact that the Chinese detective who searched the trunk said he did not notice any such characters, the case was first adjourned for the production of the trunk, but later the defendant pleaded guilty and was fined \$25.

Orders for Confiscation.

Orders for confiscation were made by his Worship in the cases of ten pounds of air rifle shots found in an unclaimed basket in the stowage portion of the *President Grant*; one and for five German Rifles, one Mauser pistol, one revolver, 650 rounds of Mauser ammunition, 50 Winchester ammunition, 50 rounds of revolver ammunition, one tin of smokeless powder, 2,000 primers, and 100 ammunition clips.

This last lot was found by Sergeant Goodwin, who applied for the confiscation orders, while he was in charge of a party of searchers in the Kowloon Godowns on Sunday night. The ammunition referred to was in an unclaimed trunk. A young Chinese, who had a previous conviction proved against him, was fined \$250, or three months' hard labour in default, for being in possession of a butcher's knife when arrested in Battery Street, Yau-mat. He claimed, at the time of his arrest, that he was employed at a butcher's stall in Yau-mat Market, but when taken there by the police, the master of the stall did not know him.

INDIAN WATCHMAN'S FORTUNE.

LEAVES \$45,000.

MOTOR-SMASH RECALLED.

An Indian watchman and registered money-lender, named Oyagar Singh, employed at Mody Godown, West Point, who was killed in the Shek-O motor smash on July 10th, has left estate of the net value of \$45,000.

Letters of administration have now been granted to Naranjan Singh, his nephew.

The deceased was well-known among the Indian community, by reason of his being a successful money-lender.

It will be recalled that the late Oyagar Singh was contemplating the purchase of a car, and went out for a trial run together with seven others, including the driver. The car, which was owned by Mr. Lam Ying Yam, was negotiating a curve on the Shek-O Road when it struck an embankment causing it to skid and turn over. Two of the occupants, including Oyagar Singh, died as a result of the accident, and others were injured.

MOTOR-CYCLE AND PUSH-BICYCLE COLLIDE.

RIDER OF BICYCLE INJURED.

A motor-cycle collided with a push-bicycle in Nathan Road, Kowloon, on Monday, as a result of which, a young Chinese was sent to the Kowloon Hospital.

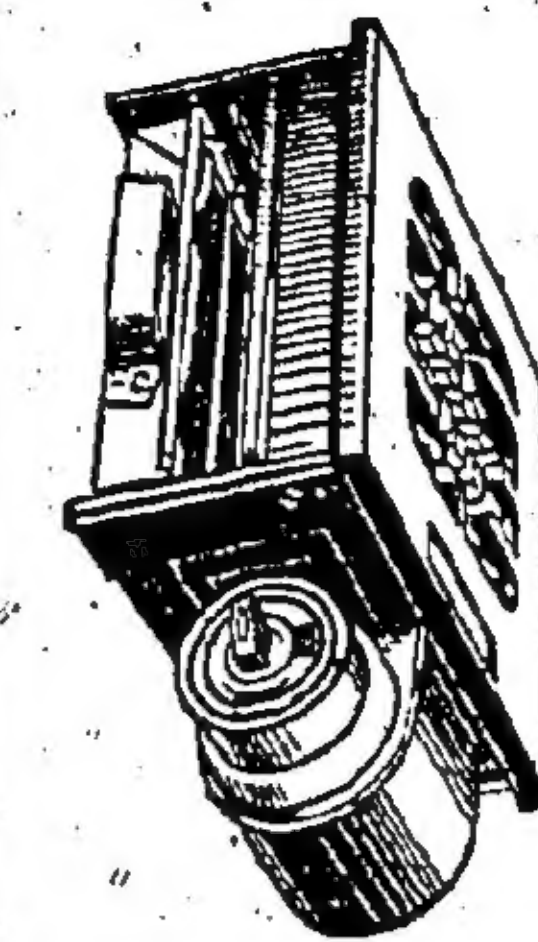
Captain Faussett, of the Royal Artillery, was driving the motor vehicle, and in the collision the Chinese was thrown heavily from his seat. He received injuries which necessitated his removal to hospital.

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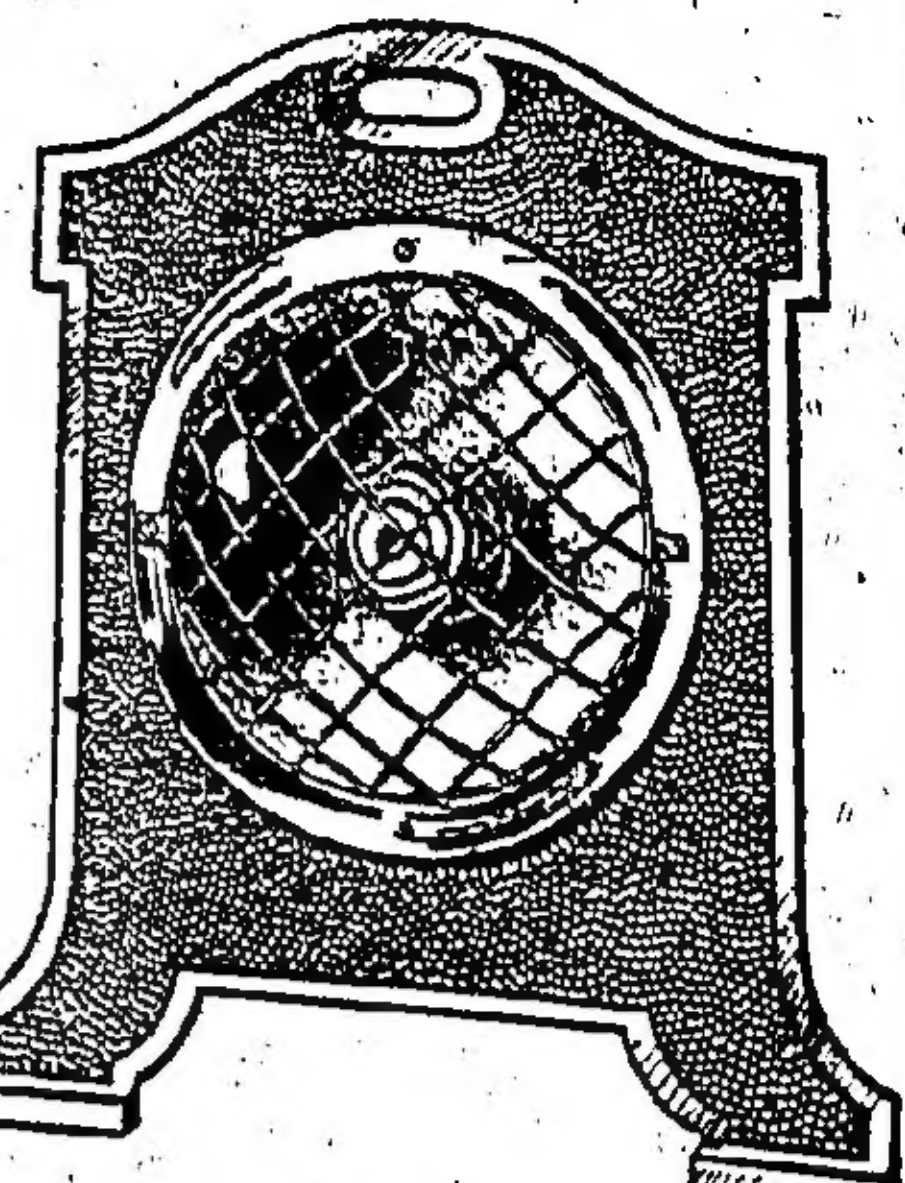
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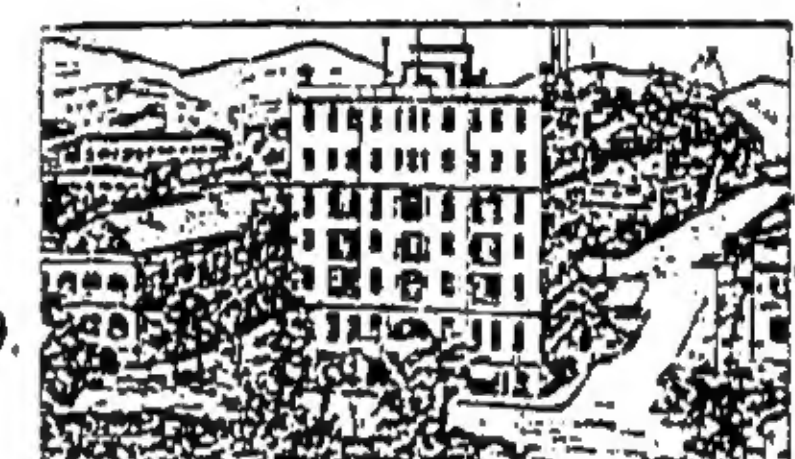
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An exceptionally entertaining book.

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Full of screams from cover to cover.

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Is Mr. Knox's new book he is more the historian of humorous experiences and adventures than an essayist.

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Being extracts from his note-books selected and edited by George Gordon, Professor of English Literature at Oxford.

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DOMESTIC LIFE OF
4,000 YEARS AGO.IMPORTANT ESCAVATIONS IN
MESOPOTAMIA.

TABLETS FOUND.

[BRITISH WIRELESS SERVICE.]

RUGBY, January 4th.
Further discoveries in Mesopotamia by the joint British Museum and Pennsylvania University Expedition throw light on the domestic life of 4,000 years ago at Ur, of the Chaldees and Abraham's birthplace. A large mound was excavated and, twenty feet below the surface, well-preserved buildings were unearthed.

The houses were built with burnt brick externally, only the internal walls being of mud brick. All followed a uniform plan similar to that of modern Baghdad houses.

The families lived upstairs and the dead were buried beneath their houses.

Although the graves and buildings had evidently been plundered, an important series of tablets, some bearing hymns and others educational writings were secured.

AIR MAIL FROM LONDON
TO INDIA.

RUGBY, January 3rd.

The Postmaster-General announces that the fortnightly air mail service between Cairo and Baghdad is to be extended to Basra, and that a further extension to Karachi will be made later.

The air mail from London, on Thursday, January 5th, and fortnightly thereafter will be due to reach Baghdad late in the afternoon of the following Thursday, and Basra on the Friday morning—seven and a half days from London. At Basra it will be due to connect with the fast Saturday mail steamer due at Karachi on the second Thursday—fourteen days from London—and also with the slow service for various Persian Gulf ports leaving Basra on alternate Sundays.

Thus the air mail will offer, in comparison with transmission by the desert motor route or by the sea route via Bombay, a saving in time of transit of about two and sixteen days respectively to Basra, approximately seven days to Bushire and other Persian Gulf ports, and about two days at Karachi and North-West India.

ELLEN TERRY'S ILLNESS.

RUGBY, January 3rd.

Dame Ellen Terry, the famous actress, who has been seriously ill for several days with bronchitis, is reported to be slightly better to-day.

NEW GOVERNOR OF
GAMBIA.

RUGBY, January 3rd.

H.M. the King has approved the appointment of Sir John Middleton, on the termination of his appointment as Governor of the Falkland Islands, to the Governor and Commander-in-Chief of Gambia, in succession to Sir Cecil Armitage, whose term of office is expiring shortly.

ENGLISH RAILWAY
DEVELOPMENT.

BIG SCHEMES IN HAND.

RUGBY, January 3rd.

An estimated expenditure of £2,000,000 is involved in schemes for the reconstruction and development of the Southern Railway. Some of the work, including a £3,000,000 dock at Southampton, is already in hand, and the sum set aside for electrification by the London suburban lines amounts to £2,750,000.

CHEQUES MORE POPULAR.

REVENUE PRODUCING
PRACTICE.

RUGBY, January 3rd.

The growing use of cheques for financial transactions is mentioned in the annual review of the Bankers' Clearing House.

This is despite the fact that a cheque has now to bear a two-penny stamp instead of a one-penny stamp as in pre-war days. It is pointed out that the yield to revenue of two-penny duty on cheques for England and Wales has steadily increased in the last five financial years from £2,500,000 to £3,125,000. This latest return, which constitutes a record, represents approximately ten cheques drawn per annum per head of the population.

THE GREAT FLIGHT
TO INDIA.SIR SAMUEL HOARE FLIES
OVER BAGDAD.

AIR MAIL PROJECT.

[BRITISH WIRELESS SERVICE.]

RUGBY, January 4th.
The Air Minister, Sir Samuel Hoare, reached Bushire from Baghdad yesterday, on his flight to India. The aeroplane took an indirect route between Baghdad and Basra, to enable Sir S. Hoare's party to pass over the town of Babylon and the Ur.

The first letters for the air mail to England left Karachi yesterday by steamer from Basra, where they will be carried by a De Havilland Hercules biplane similar to that on which Sir S. Hoare is travelling to Cairo. When, in Spring, the full air route from Karachi to Cairo is in operation, the steamer line to Basra will be unnecessary.

[THROUGH REUTER'S AGENCY.]

BRITISH TRADE
PROSPECTS.A SPIRIT OF HOPEFULNESS
APPARENT.

A BOOM EXPECTED.

LONDON, January 3rd.

The New Year opens with a spirit of hopefulness long unknown in industrial circles.
Substantial orders have been lodged with manufacturers of Lancashire, Yorkshire, the Clyde and the Midlands, following the conclusion of the coal stoppage. Signs are not wanting that His Majesty's New Year Message, appealing for goodwill has been taken to heart by industrial peace-makers.

Lord Wimborne recently gave a private luncheon to hear pronouncement by Lord D'Abernon regarding the situation in Germany and to discuss how far the German solutions of industrial problems were applicable in Britain, and it was now learned that Mr. Winston Churchill and leading industrialists were among the guests. With reference to a report that the luncheon was politically important, a Trade Union official today told Reuter that it was a friendly and informal talk about the industrial position and peace, and that the atmosphere was so satisfactory, that the hope was expressed that the people immediately concerned might get together again.

Prime Minister Recommends
Advertising.

Mr. Baldwin, the Prime Minister, in an article in the *Advertising World*, optimistically reviews the prospects of the restoration of trade if all work together, and says that our problem is to produce goods and let the world know we have them. I have no fears on the production side, but on the selling side we must modernise our methods and employ the recent great developments in the art of advertising.

Another Optimist.

Mr. George Terrell, M.P., President of the National Union of Manufacturers, in the same paper, contemplates the prospects of a boom in trade as being more bright on account of the increased costs of production on the continent which will seriously affect the Continent's capacity to export. Therefore, there will be less of that fierce competition which for the past few years has been so disastrous to British industry.

INDIA'S CURRENCY.

OPINIONS OF EXPERTS.

CALCUTTA, January 3rd.

Mr. Tannan, the Principal of the Bombay Synchrotron College of Commerce, presiding at the tenth session of the Conference of Indian Economists, supported as a whole the Currency Commission's proposals and asserted that a higher exchange rate would hardly affect the small producer or the agricultural labourer, while the lower rate, on the contrary, might necessitate retrenchment and additional taxation.

Mr. Tannan, while supporting the gold bullion standard, urged the introduction of a gold currency within from five years to seven years and emphasised the need for a proper banking system and an Indian Institute of Bankers.
Sir Rajendranath Mookerjee, of the Imperial Bank of India, in welcoming the delegates, warned the advocates of the sixteen-pence ratio that their policy was raising the price level all round and was a deliberate sacrifice of the interests of the poor. He deplored the proposal regarding the gold bullion standard, and said that the establishment of a Reserve Bank had not received the attention it deserved.

INDUSTRIAL PEACE
AND PROSPERITY.HOPES OF BRITISH EMPLOY-
ERS AND EMPLOYEES.

AN INSTITUTE FORMED.

[BRITISH WIRELESS SERVICE.]

RUGBY, January 4th.
The determination to make the present year as notable for industrial peace and prosperity as last year was the reverse continues to be expressed by leaders among employers and employed. With the support of many industrial organisations an institute has been formed for the "Study of the Fundamental Problem of an Industrial Age." Its promoters, who include prominent figures in commerce and labour, intend to establish an independent organisation of sufficient authority to enable all parties to co-operate with them in establishing facts of any question.

The Premier, in a message on trade prospects, states that he has no fears of British productive capacity since the will of the manufacturers and workers is undiminished, but he urges modernisation of existing methods.

Mr. Ramsay MacDonald, in a New Year message, described himself as an unreformed apostle of industrial peace, which alone makes possible the realization of Socialist ideals. "Reconstruction," he says, "comes by creative effort and not by class war."

UNITED DOMINION
OF CANADA.SPEECHES AT THE WOLFE
BI-CENTENARY DINNER.

[BRITISH WIRELESS SERVICE.]

RUGBY, January 4th.
The Prince of Wales, speaking at the General Wolfe Bi-Centenary Commemorative Dinner last night, regretted the absence of the Marquis de Montcalm, but added that his presence was unnecessary to remind them of his famous ancestor. From memories of that battlefield these gallant adversaries there emerged slowly but inevitably the great United Dominion of Canada.

Mr. Winston Churchill, proposing the toast of that Dominion, said the recent Imperial Conference had marked the recognition of a memorable change in the constitution of the Empire. It was a change in form rather than in spirit, but it meant that central control in Imperial relationship had ended and that the age of comprehension had begun. The constitution of the Empire depended henceforward solely upon the good sense, the good will and the loyalty to the Imperial Crown.

[THROUGH AMERICAN SERVICE.]

NICARAGUA'S CIVIL WAR.

DISTRESSING AFTER-BATTLE
SCENES.

MANAGUA, January 3rd.

At Managua the spectacle of thousands of bodies, the scene of last week's most bloody battle at the Las Perlas swamps, where there are indescribable heaps of corpses, many of whom were only wounded and left to die abandoned, with no attempt at removal or burial. The Liberals numbered 1,300 and the Conservatives 1,300, and at least 300 were killed and 150 wounded on both sides. The Commander-in-Chief of the Conservatives has decided to mobilise every fit man between the age of 12 and 50.

A message from Mexico City says that M. Zepeda, the Liberals' representative in Mexico, claims that 300 Conservatives were taken prisoner at Las Perlas.
The Nicaraguan Liberal Leader, M. Sacasa, in a message to the *New York World* complains bitterly at the "unjustified and unnecessary" landing of American Marines at Puerto Cabezas, and adds that Nicaraguans have repudiated General Diaz whose only support is from the United States while he describes the accusations that Mexico is assisting the Liberals as a report of Bolshevik influences at work and merely propaganda.

Call Upon U.S. to Withdraw
Troops.

Buenos Aires, Jan. 4th.
The newspaper *La Prensa*, in a leader, says that if the American troops are not withdrawn from Nicaragua the United States will forfeit her place in the vanguard of progress and international right and the Pan-American Institute will become a dead letter.

U.S. NAVY.
APPROPRIATIONS FOR AN
ENORMOUS SUM.

A BIG "CUT."

[THROUGH AMERICAN SERVICE.]

WASHINGTON, Jan. 4th.

The Naval Appropriations Bill, totalling \$314,500,000, has been reported to the House of Representatives.

It provides for the maintenance of the Navy approximately at its present strength, but it proposes to "cut" \$1,930,000 off for cruising activities.

The Appropriation Committee is sympathetic to the President's desire for a further limitation of armaments, but the report indicates a readiness to proceed with the construction of new cruisers, whenever the President recommends them.

[THROUGH REUTER'S AGENCY.]

REVOLT IN SUMATRA.

A SERIOUS AFFAIR.

PADANG, January 3rd.

The entire Sileon Kakang district is in revolt. Insurgents attacked the Siloengkang Station and murdered a native chief. Elsewhere they have damaged the railway and telegraphs. Four natives murdered a Roads Inspector named Leurs, and a Dutch lieutenant was killed and two soldiers wounded when a military lorry was attacked. Thirty insurgents have hitherto been killed. There have been numerous arrests.

EMPEROR OF JAPAN.
HIS MAJESTY INDISPOSED.

TOKYO, January 4th.

The new Emperor is confined to his bed, ill with fever and loss of appetite.
His Majesty's indisposition is apparently due to fatigue and is believed not to be serious.

"BACKWARD IN COMING
FORWARD."

A TRIBUTE TO AMERICA.

PHILADELPHIA, January 3rd.

A striking tribute to the United States was paid by the Australian Prime Minister, Mr. S. M. Bruce, at a luncheon.
He said that nothing was further from the truth than what uninformed people rant, that the United States was too broad about itself. On the contrary, the United States on which Australia endeavoured to pattern herself in many ways, did not talk enough about herself; indeed it is indecently modest. "You are leading the world but you do not let the world know it. No country is more misunderstood or vilified, and America needs to give the world a campaign of education."

THE GREAT LAKES TO
THE ATLANTIC.

A BIG SHIPPING PROJECT.

WASHINGTON, January 3rd.

The Hoover Commission appointed by President Coolidge to advise upon the development of the canal from the Great Lakes to the Atlantic has reported in favour of the St. Lawrence route as recommended by the Canadian and American Joint Board of Engineers.

The Commission declares that the construction of a canal of sufficient depth to admit ocean shipping from the Atlantic to the Great Lakes is an economic necessity for the Middle-West. The Commission prefers the St. Lawrence route in view of the advantages in cost and maintenance, especially the belief that the scheme will make possible the largest hydro-electric development project in North America, providing a total of 5,000,000 horse power, of which about one half lies in the Upper Rapids along the international sections between the State of New York and Ontario.

"ACCEPT MY CAR."

You have been compensated!

Yes. He gave me his car.

This astonishing answer to a solicitor's question was given by a witness in a motoring case at Leicester Police Court recently.

The defendant was Henry Allen, whose motor-car knocked down a man named Gilbert as the latter stepped off a tram-car.

Gilbert was only slightly hurt. Allen, it was stated, made a gift of the car to him.
The magistrate imposed a fine of 40s and suspended Allen's licence for six months.

LIVELY TIMES IN
HANKOW.MOB STIRRED UP TO
ATTACK BRITISH.

AGITATORS AT WORK.

[THROUGH REUTER'S AGENCY.]

HANKOW, Jan. 3rd.

Meetings at various points around the British Concession, arranged by the anti-British Association, developed seriously after mid-day when it became necessary to call up Marines who with an armoured truck cleared the rabble from near the Customs House without firing.

At two o'clock the crowds again gathered at the Customs House and on the British Band and made a simultaneous "rush" in repelling which a sailor fell. His rifle was immediately seized and he was bayoneted through the leg.

Two other serious casualties were caused by bamboo carrying poles and two Special Constables were slightly injured.

The position remained serious until eight o'clock this evening, when the mob retired.

A lantern procession, organised by the Kuomintang and the Anti-British Association, which it was feared would provoke further trouble, passed off quietly.

Marines Exemplary Patience.

LATER.

At 3.15 the crowds closed in within two feet of the Marines, who displayed exemplary patience. The agitators from points of vantage were urging the crowds to rush the Marines, and were making the greatest efforts to create an incident by forcing the sailors to fire. About 6.30 the Chinese military arrived and took over the job of holding back the crowd in front of the Barricade, the marines, sailors and special police falling back from the barricade. The situation at 7 o'clock was still very menacing, the crowd in front of the Customs House showing no signs of diminishing.

The Consul-General was now in touch with the Chinese authorities. At 7.15 o'clock, Kuomintang officials, in speeches at the British barricade, urged the crowd to disperse, and the crowds agreed if the British forces were retired.

It was finally agreed that the British forces should fall back on Ewo Road and give up the barricades.

In the Vicinity of the Settlement.

It is now peaceful in the vicinity of the Settlement, as the crowd retired from the Bund at 8 o'clock to-night to Faucheng Road where, for twenty minutes, the situation was serious.

The Chinese Chief of Police stated that it was impossible for the crowd to retire owing to too much pressure from behind. He asked the commander of the Marines to allow the masses to pass through the barricades and up the side streets, he guaranteeing no incident. The masses were allowed to pass on these conditions.

The lantern procession and demonstration passed off peacefully and were attended by huge crowds. Two persons were killed in the crush and many were injured. The attempts of the agitators to obtain recruits to swell the masses on the British Bund failed.

The volunteers and marines are still standing by.

ENGLAND'S ANTI-PAPAL
LAWS.BILL TO REMOVE THEM
PASSED.

All books called antiphons, missals, scryales, processions, manuals, legends, pies, portuyes, primers in Latin or English, coaches, and others which Roman Catholics were forbidden to use in England in the reign of Edward VI. became legal once again when a Bill to remove certain disabilities suffered by Roman Catholics, which passed the House of Commons early last month, became law.

These strange names appeared on the order paper of the House, but the curiosity of members as to what many of them meant was not satisfied during the debate.

Altogether, the Bill repeals eight Acts, most of them passed in the middle ages when Kings and Parliament were jealous of the temporal claims of the Pope. Among other results will be the legalisation of monastic orders in England.

NATIONALISTS AND
BRITISH MEM-
ORANDUM.NOTE SENT TO U.S. STATE
DEPARTMENT SECRETARY.BRITISH COMMENT ON THE
"NOTE."

[THROUGH REUTER'S AGENCY.]

HANKOW, January 3rd.

The first official expression of opinion by the Nationalist Government in connection with the British Memorandum is contained in a Note wired to Mr. Kellogg by Mr. Eugene Chen:

"My Government learn that it is the intention of the United States Government to agree with the British proposal regarding the immediate enforcement of the so-called Washington surtaxes and the payment of the proceeds to the local authorities at ports of collection. In spite of the elaborately worded sentiments of the British declaration, the real meaning of the proposal is that two-thirds of the new revenue will go to our political enemies, who with warchests replenished will be able to continue the civil war that bleeds the nation and delays the liberation of China from the present régime of foreign imperialism. Specially the British proposal means not only that Chang Tso Lin will receive new substantial revenues, but every treaty port will become a fresh object for militarist plunder, and an added incentive to the perpetuation of feudalism and civil war in China, while Shanghai, which has been on the eve of passing to nationalist control without much fighting, must now become the theatre of a bloody struggle involving, it may be, permanent injury to foreign trade, since the millions to be collected there—40 per cent of the surtaxes—are to be sent to the Nationalist Government. Sun Chuan-fang and Chang Tung-chang like raw meat to beasts of prey. If the views and sentiments expressed in the British declaration leave the nationalist mind unmoved, it is because they cloak a policy that is objectively a menace and danger to the speedy advancement of the cause of Chinese nationalism. But those who support that cause are strong enough to meet this danger."—*Daily Bulletin*.

London Official Circles Not
Surprised.

LONDON, January 3rd.

Reuter learns that the tenor of the "Note" from Mr. Eugene Chen to America has not surprised authoritative circles in London, where it is pointed out that the policy outlined in the British Memorandum can and should be applied to China as a whole, irrespective of the warring factions. The unconditional granting of the Washington surtaxes is regarded as a necessary step towards the liquidation of the promises made at Washington, and if this step should momentarily give a greater financial benefit to the North than to the South, this in itself constitutes a commentary on the Cantonese claim to be regarded as the Government of China.

The British Memorandum urges that it is for the competent Chinese authorities to decide all questions of the disposition and banking of the "additional revenue, and this cannot be regarded as intervention by either side.

As regards the statement that the granting of the surtaxes and their disposal locally would tend to make Shanghai a theatre of war, it is pointed out that, inevitably and regretfully, in the course of a civil war in China, centres of trade like Shanghai are always the goal of contending factions. The British proposals do not create a new situation in that respect. It is further stated that the British policy in this regard is not influenced by any considerations of what party is in control of Shanghai, nor would it be deflected by such transfer of authority as Mr. Chen suggests is likely to take place.

Finally, it is argued that the surtaxes in effect are already being levied by the Cantonese authorities at the ports they control, and therefore Mr. Chen's "Note" implies that these taxes should be paid to Canton alone and not to its opponents.

Italy and Britain's Policy.

ROME, Jan. 4th.

According to the newspapers the Italian reply to the British Memorandum to China agrees with Great Britain that no foreign influence must be exercised which could trouble the development of Chinese affairs in that direction. Italy has decided more than ever to persist in a policy of non-interference in the internal affairs of China. At the same time, Italy is aware of the British preoccupations and shares in them, as being perfectly justified. The reply adds that a further detailed examination of the situation will be the subject of a fresh communication to the British Government.

PEKING'S NEXT
PREMIER.

CHANG TSO LIN'S CHOICE.

A FENGTEEN OFFICIAL.

[THROUGH REUTER'S AGENCY.]

PEKING, Jan. 4th.

The evening vernacular newspapers assert that Chang Tso Lin has decided to instal as Premier Moh Teh Hui, the Fengtien Civil Governor who visited the Capital during the New Year holidays, and returned to Mukden yesterday, when it was reported that he intended to wind up his affairs.

General Yang And Marshal
Chang.

PEKING, Jan. 3rd.

General Yang Yu Ting's alleged differences with Marshal Chang Tso Lin are evidently healed, for he arrived at Peking on Sunday afternoon. It is understood that his chief object is to assist Marshal Chang Tso Lin to draw up an important statement which it is expected will be issued shortly as regards the Fengtien policy.

A message from Changchow says that General Chin Yun Ao is reported to have handed over his troops to General Tien Wei Chum and to have retired to a private residence at Chikungshan.

LOCAL AND GENERAL.

Members of both branches of the legal profession, present in large numbers at the Supreme Court yesterday morning, took the opportunity, prior to the sitting of a Full Court, to extend hearty congratulations and handshakes, accompanied by good wishes to the Hon. Sir Joseph Kemp, K.C., Attorney-General, on the honour of knighthood conferred upon him by His Majesty the King.

Sentence of three weeks' hard labour was meted out to a Chinese at the Central Magistracy yesterday morning. Defendant was arrested five days after his arrival here from Canton on a charge of stealing clothing. It was further stated that in order to get rid of incriminating evidence, defendant dumped certain pawntickets in a nullah.

The case, in which a Chinese is charged with the alleged murder of a caretaker in the Shek Zing Club, at No. 19, Cheong On Street, Kowloon City, on November 16th, came up on remand yesterday at the Kowloon Magistracy, before Mr. T. W. Ainsworth. Mr. Whyte-Smith, Assistant Crown Solicitor, prosecuted. After further evidence had been heard, his Worship remanded the defendant in custody till this afternoon.

The appeal to be argued by Mr. Eldon Potter, on behalf of the Hong Kong and Shanghai Bank in the "tattered note" case against the decision given in that case by the Puisse Judge, who found for the woman plaintiff (represented by Mr. H. Somerset Fitzroy), is, we understand, to be commenced this morning at the Supreme Court. The woman claimed \$600, it will be recalled, from the Hong Kong and Shanghai Bank in respect of a tattered note on which payment was refused because the numbers were missing. It was held by Mr. Potter when the case was heard, and also when he applied before the Full Court recently for leave to appeal, that the note had been materially altered in an essential particular.

The Hong Kong Stock Exchange, which has been temporarily occupying quarters on the third floor of Exchange Building, following the expiration of its lease in Ice House Street, will very shortly move to its permanent headquarters in the basement of Exchange Building. Work there is nearing completion and the plaster wall, brick pillars and floor are being covered with marble. Lifts and marble lined staircase make the approach to the Exchange, which includes a hall for the use of the general public, a drinking fountain in the wall, a marble lined room for the actual transaction of Exchange business, and a lounge. Clients will be able to carry on the old custom of meeting their brokers, only in the wide lane running between Exchange Building and Powell's premises, instead of in the Ice House Street. It is likely that there will also be a direct stairway from the lane to the Exchange in the basement.

Foundations!

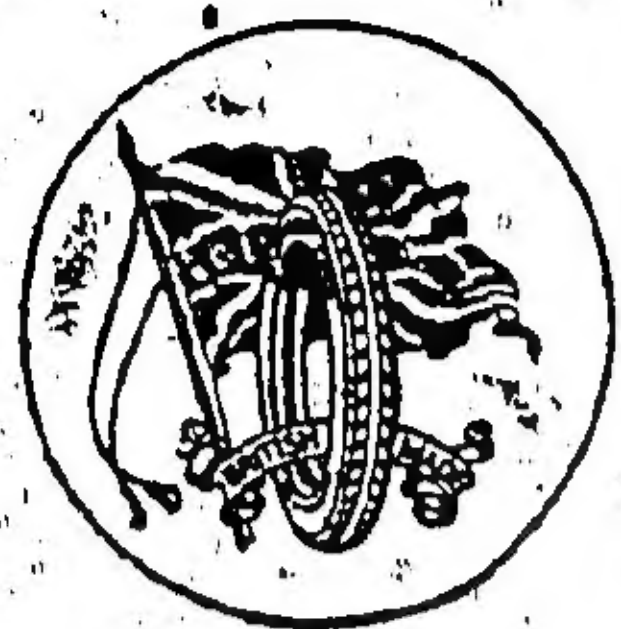
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but, be fair, and let a full
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Motoring Notes:

with matters of interest to all local motorists.

The Saturation Point—Maximum Speeds—Superchargers for Small Cars—Six Wheelers—Insurance Problems.

[BY AN OWNER-DRIVER.]

THE "SATURATION" POINT.

Since 1923 the automobile industry has been at the top of the list of values of the various goods manufactured in the United States. In that year the figure was \$3,163,000 for automobiles. For steel products it was \$3,154,000 Gold dollars in each case.

The United States Department of Commerce recently estimated the number of touring cars, lorries, etc., in the world at 24,589,349. It may be a fair assumption that the total number of licences come to that figure.

The interesting assumption has been made that the "saturation" limit for a community for passenger cars is one car for every four persons.

All the evidence suggests that the number of cars in Hong Kong will rapidly increase during the next ten years.

It is believed by petroleum experts that the demand for motor fuel will increase very quickly during the next fifty years.

Considerable improvements in the thermal efficiency of engines is anticipated. Every year the average number of miles to the gallon of petrol increases—the light small car has helped enormously.

It is, however, the ambition of many workers in research laboratories to provide a fuel that will be a useful substitute for petrol.

The great oil companies do not neglect the problem. They are as anxious as any individual worker to market a fuel that will enable the motorist to spend less for the same mileage that he runs now.

All sorts of experiments have been made. At one time it really did seem that vegetation (which grows so rapidly in the tropics) could be used for the production of commercial alcohol at such a low figure that alcohol would compete with petrol.

All that the motorist asks is that everything—cars, tyres, fuel and lubricating oil—will be reduced in price. If all these things are very much cheaper we shall soon reach the "saturation" point.

MAXIMUM SPEEDS.

A correspondence has been taking place concerning the maximum speed that can be obtained with a popular English car rated at just below eleven horse-power (for tax purposes) and therefore taxed at £11 per annum.

Various owners have written to say that they have recorded this or that maximum figure in the speedometer.

Some of the letter writers have had doubts about the reliability of the speedometers used.

That leads to the interesting suggestion that a good many speedometers do not read accurately.

SPEEDOMETERS.

The non-technical owner sees the neat speedometer on the dash board and he accepts what the needle tells him with that simple faith that "is more than coronets" (according to the poet) but which may lead him to the police court. For speedometers, are not always strictly accurate.

One car that was often driven by the writer of these notes had a speedometer that read at least five miles an hour in excess of the actual speed.

The owner was really angry—he was a Hong Kong resident—when he was informed that the speedometer read too high.

He was quite sure that his car did all that it professed to do.

A LOCAL EPISODE.

Some of us remember a famous local episode in which a popular police official figured.

It was, surely, at about this time of year, probably on a New Year's eve that the incident happened.

There was some carnival dance affair on at the Repulse Bay Hotel that night. It was before there was the road "over the hill"—before Stubbs Road was finished.

All cars for Repulse Bay had to use the road via Pokfulam.

On that particular night the car with the popular official set out at a most dignified speed—let us say at about fifteen miles per hour.

It was soon caught up but the driver of the following vehicle recognised the official and, fearful for his licence, he refused to pass.

Very soon other cars came along and the drivers also thought that discretion was the better part of being in a hurry.

Bound by the hands before Deep Water Bay there were (so they said at the time) about twenty cars in a procession all moving at a much slower speed than usual.

Finally, at the straight stretch in front of the Golf Course, the official signalled for the following car to pass him.

Anyone who knows the official knows him to be incapable of any act that could be called ungentlemanly. He was either unaware of the fact that the straight stretch in front of the golf course is a controlled area or he had momentarily forgotten the fact.

POLICE TRAPS.

The local traffic authorities are not out to catch the unwary. There may be, occasionally, the case of some overzealous subordinate who wishes to obtain a "bag" but on the whole the police are remarkably fair in carrying out their duties in Hong Kong.

Many a motorist has been given the benefit of the doubt by the police. It is, obviously, the duty of the officials to enforce the law but they don't enjoy petty persecutions—nor do they indulge in them.

We have heard so much about police traps that it is not altogether surprising that motorists are on the look out for them.

Anyhow in this particular case the motorist who was genuinely invited to pass probably thought that the signal was part of a deeply laid plot to persecute him. He refused to pass in the controlled area.

He was, however, very indignant about the whole business. Finally he issued a summons against the official whose car was being driven so cautiously. The summons was (it is related) for causing obstruction.

The local Automobile Association took up the case, but in the end the summons was dismissed.

A REASONABLE SPEED.

The case serves to remind us that it really is difficult to fix a reasonable speed for cars. "Safety first," of course, but it is exasperating to be made to crawl.

Last week the writer had the misfortune to catch up a slow-moving lorry in Wan Chai. It was not safe to pass the lorry but the speed that had to be maintained was that of a funeral procession; or perhaps it would be more accurate to say that it seemed to be about four miles an hour.

In traffic, such as at Wan Chai or in Central, a speed of fifteen miles an hour is quite high enough, as a rule. There are times, however, when it is quite safe to exceed that speed.

The correspondents who own the British car mentioned by them claim to be able to get fifty miles an hour and some say more than sixty miles an hour out of the car.

It is really ever worth while to attempt sixty miles an hour in a touring car?

We don't need high engine power for high speeds on the level. It is for climbing hills that we want the big engines. We are so impatient that we demand quite high speeds for hill climbing. It may be that it is the younger generation that wants "to get there" so quickly. Those who are growing old are not so anxious to move rapidly.

SUPERCHARGERS FOR SMALL CARS.

It is said that during 1927 the designers will pay much more attention to superchargers.

More than one make of small car is to have a supercharger fitted. They will probably be more popular with the purchasers of "Sports" models than with those who want a touring car.

The supercharger is an ingenious piece of mechanism, but it is also a complication.

The one thing that the average owner driver asks for is simplicity (as far as it is possible) with regard to the mechanism of his car.

Superchargers may become popular in Hong Kong, but—

The transmission mechanism must be made stronger so as to stand the increased strain that is inevitable.

Designers seem to favour the use of a bigger cylinder and no supercharger.

As has been the case with regard to the automobile from the earliest days, the matter will be settled, finally, by the records of tests.

All sorts of ideas has been put into practice that the experts said were of little use. The test example is the silent knight engine.

That has proved itself, but the inventor had little encouragement from the experts in the early days when he had only the drawings to show. Perhaps the supercharger will turn out to be much more economical than is now generally believed will be the case when it is fitted to small touring cars.

A Weekly Review dealing

SIX-WHEELER.

The motor lorry with six wheels seems to be becoming more and more popular. It is claimed for it that there is reduced road wear and no burst tyre danger.

It is also claimed that, as the load is distributed over six wheels, there is reduced tyre wear, halved axle weights and reduced petrol consumption.

One firm of British manufacturers famous for heavy motor transport vehicles claim to be the pioneers of the six-wheeled pneumatic-tyred double-deck bus. This bus has two wheels in front, two at the rear and two just in front of the rear wheels. It is worth noticing that Oldham Corporation have just ordered seven more of these six-wheeled buses.

OVERSEAS WORK.

In recent years great progress has been made in the development of what is known as the tractor-lorry. This is a flexible combination of a tractor and semi-trailer. There is also the rigid frame six wheeler which has either one or two driving rear axles.

An ingenious arrangement of a type of the flexible class is one with a tank container for liquid loads. A three cylinder engine-driven pump, mounted on the front of the tractor exhausts the tank for loading and supplies air under pressure for discharging the tank.

An aluminium lined tanker has been fitted to one of these vehicles for the long-distance transportation of milk. The cost of such transport works out at a considerably lower figure than does transport by rail with churns.

As far back as 1905 six-wheelers were introduced in France, but it was not until after the war that British manufacturers marketed them.

Lorries are becoming more and more popular in Hong Kong. No doubt in due course we shall see a specimen of the six-wheeler machine.

The policy of the traffic authorities seems to be one that will encourage the use of pneumatic tyred vehicles for lorry work.

It is noticeable that local building contractors are finding the advantages of motor-lorries over the old method of carrying loads.

One of the most pathetic sights is that of an old woman or young girl carrying a load of bricks up to the Peak.

The construction of Stubbs Road and the extended use of the motor-lorry now makes the time opportune to suggest that a local regulation might be introduced to prevent the old fashioned method of transport.

INSURANCE PROBLEMS.

There is something amazing in the self-confidence of the owner of a car who does not insure against third party risks.

There are some inexperienced owners who do not know the danger of driving a car that is uninsured.

You may injure some important personage and become liable for damages.

You may be smashed up by the other fellow's carelessness and find that he is suing you for damages.

If you are fully-insured you have no worry. Any claim made against you is handed on to the insurance company whose officials save your time and money.

A full Lloyds comprehensive policy, under which the assured pays the first fifty shillings of each accident, costs, in England, seven pounds ten shillings for a car rated at £11 tax.

There is a deduction of 15 per cent. if only the owner drives.

Local owner-drivers may obtain a rebate if they state that no one else will handle the car.

There is usually also a rebate if no claim is made during the previous year.

A useful rebate is also allowed to members of the local Automobile Association.

One member was recently very indignant. He had paid his insurance premiums regularly for years. He had heard nothing about the rebate for members.

When he did hear he very soon sent in a note to the insurance company.

The reply was that he need not pay such a high premium when next it was due, but there could be no allowance on the premiums already paid.

He discovered that others who had insured with the same company had applied for and had obtained the reduction in the annual premium for some years.

Other local insurance agents had it definitely stated on the form that members of the local Automobile Association might obtain a rebate.

So the irate owner of the car insured made up his mind that he would transfer his patronage to the insurance company that made it quite clear that a reduction would be made to members of the local Automobile Association.

The advice of one who has seen some very unexpected accidents to cars and passengers is this: Cover everything possible by insurance.

Even insure against mechanical breakdown if you can.

Above all else make quite sure that you are insured against third party risks.

It is believed to be a fact that the owner of a car is liable for damages in the case of injuries received by any passenger in his car.

You might take out Kriesler and injure his hand. Think of the damages he could claim. Protect yourself by insurance.

COLOURED CONCRETE ROADS.

The use of concrete for roads is being extended, especially in the United States.

The latest innovation is the use of a pigment for colouring the roads when the concrete is being mixed.

A red colouring pigment seems to be the most popular.

In the tropics any arrangement that will reduce the effect of glare will be welcomed.

It would be of great local interest if the experiment were made on one of the roads in the New Territory.

It would provide figures for the road authority and satisfy the curiosity of many local motorists.

CHARLIE CHAPLIN'S HOME TROUBLES.

WIFE LEAVES IN A RAGE.

SEQUEL TO 2 A.M. PARTY.

Further details of the domestic troubles of Charlie Chaplin, which have a distinctly cinema atmosphere about them have now come to hand. Charlie Chaplin and his wife (who has left home with their two babies and returned to her grandparents) have been for some time now engaged in a furious battle of publicity for popular sympathy in their matrimonial differences.

The comedian's wife insists that a 2 a.m. party which she gave at their home in honour of the Baron and Baroness Mills de Fricourt was "very quiet and respectable." The comedian insists that the party was excessively noisy.

I objected to a noisy drinking party of men and women who came to my house at 2 o'clock in the morning when I was asleep and roused the entire household, including the nurse and the baby. When I heard a piano, organ, and gramophone all going at once it got the best of me, so I called my wife upstairs and told her to get her guests out immediately.

Wife's Version.

Mrs. Chaplin's version is:—

"While I was entertaining my guests Mr. Chaplin came downstairs and made a big fuss over the noise he said we were making. He asked me to send the guests away."

She reiterates that she will never go back to her husband, whom she bitterly denounces "as husband and father." She charges that he has been cruel to her and that "he remained away from home night after night."

She says she is determined to keep her sons, and her lawyer is quoted as weighing the respective advantages of a £200,000 or £400,000 settlement on her.

Charlie denies his wife's charges of cruelty and announces that he will make "every effort" to obtain the custody of the children in case his wife "fights this issue." Meanwhile he authorises the statement that he is no longer responsible for Mrs. Chaplin's bills.

It Took 3 Years to Build the Whippet

Imitations will follow—but no Equals for Years to Come

The new Overland Whippet—has started a revolutionary trend in a light motor car design and performance.

It challenges all former engineering practice... it is radically different from anything you have ever known before.

Study its amazing performance

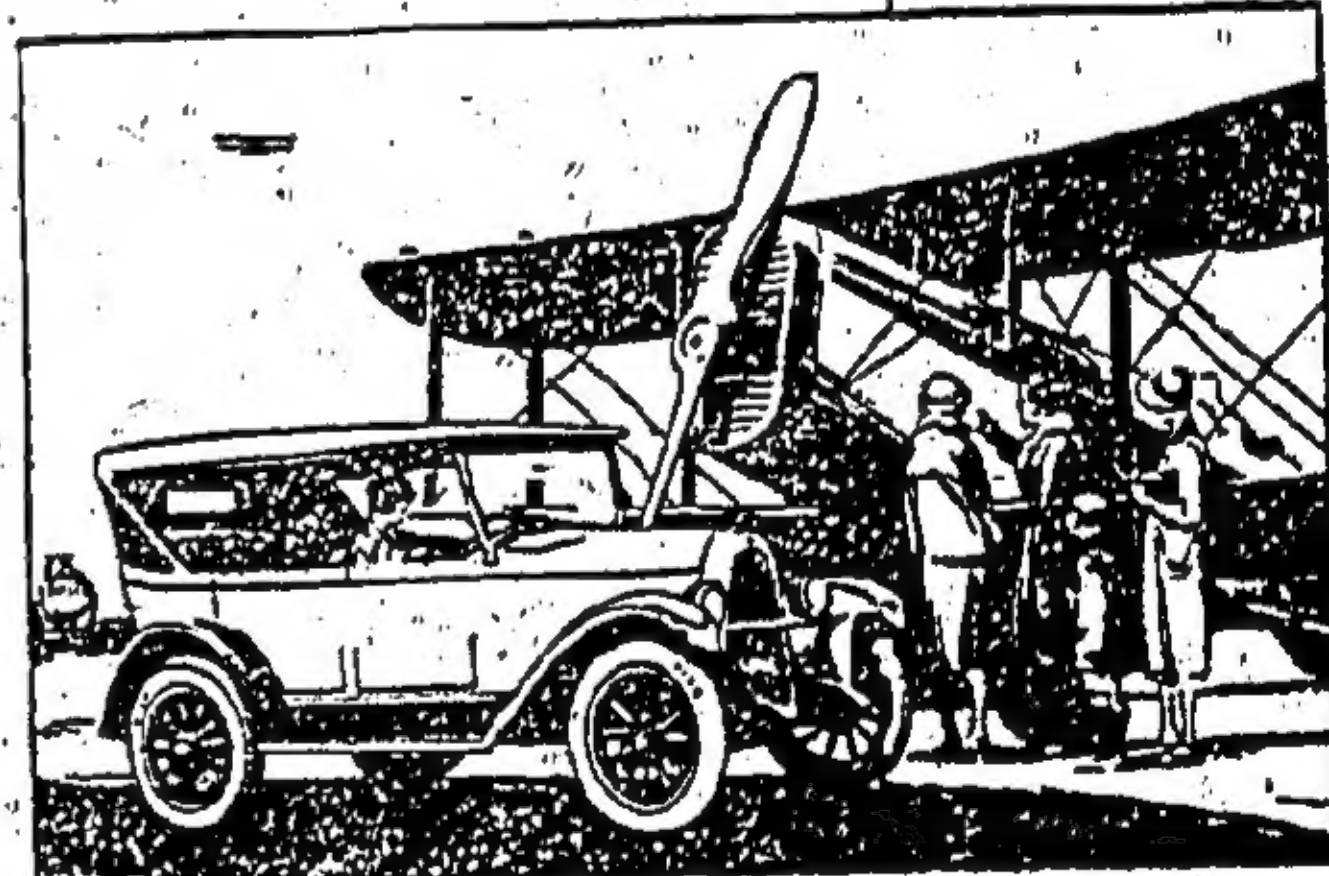
The Overland Whippet will travel over 55 miles an hour in perfect comfort. It will pick-up in 13 seconds from 5 to 30 miles an hour.

It will go 35 miles on an Imperial gallon of petrol and more than 1000 miles on a gallon of oil.

It has a "high-torque", 31 horse-power motor of small bore and long stroke. It runs like a "Six" and pulls with amazing power... over steep hills, or through mud and sand.

Four-wheel brakes are an integral part of this new car's chassis design. Measured tests show it will stop in two car-

Service Representative:
Mr. A. ARWEL.



The Whippet is built for power and speed—and long service

lengths from a speed of 25 miles an hour.

Modern body design

The Whippet has a long, low body of advanced design, finished in durable Appenine blue lacquer, with black beading and gold stripe. With top up it is only 5 feet 9 inches high—yet it provides more room and comfort than you have ever found in any motor car of this class before.

See this new-type car—ride in it—drive it. A demonstration may save you from buying an obsolete car.

OVERLAND Whippet

World's New-Type Light Car

GILMAN & Co., Ltd.

Hong Kong Bank Building, Canton Distributor:
Hong Kong Mr. F. FELD.

WILLYS - OVERLAND - FINE MOTOR CARS



HANDCRAFT

ancient and modern

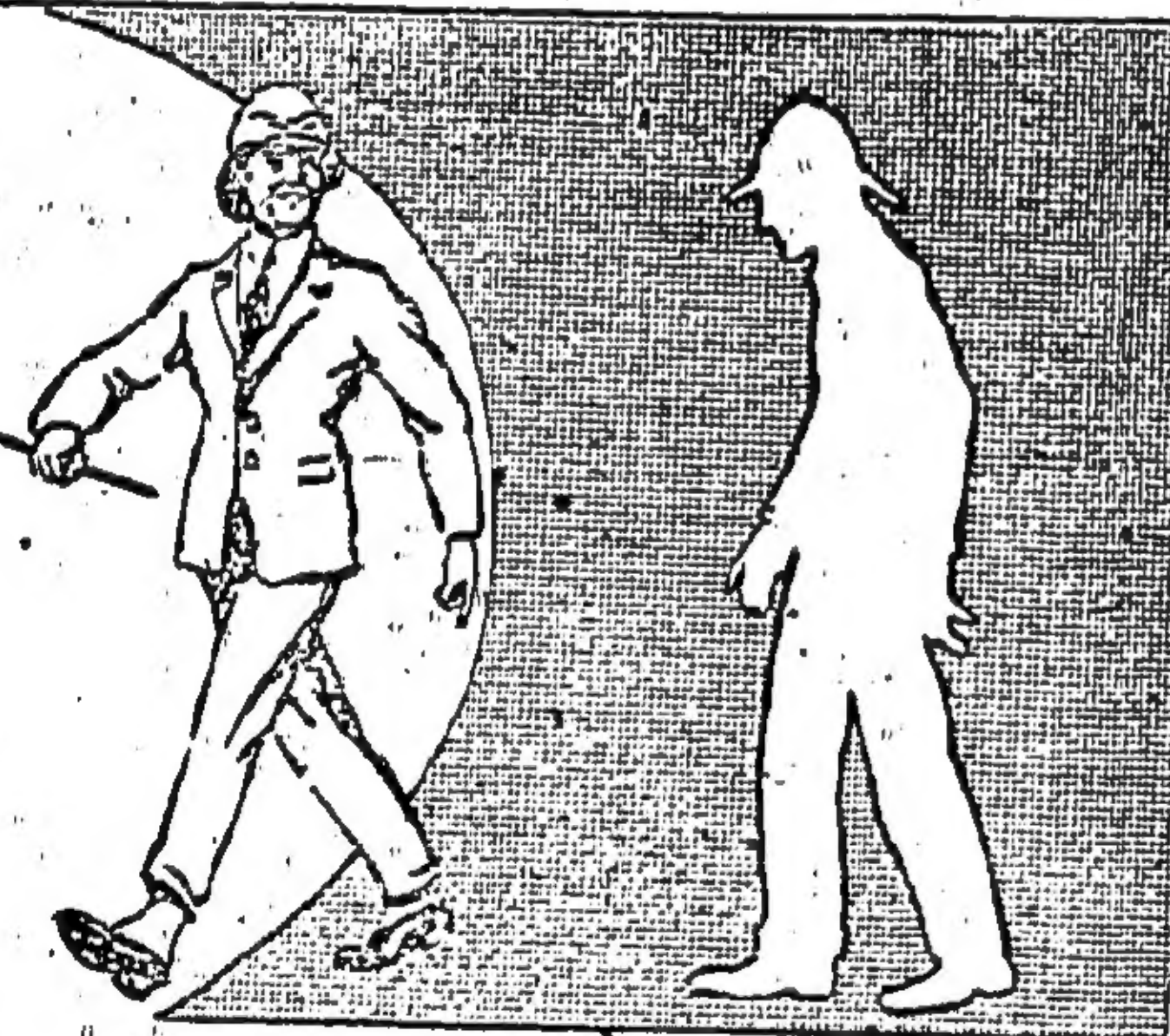
The beauty of stained glass is in itself a visualisation of the patient labour which directed the hands that fashioned it.

In the same manner, the appreciation given to State Express Cigarettes is an indication of the care with which they are "made by hand—one at a time."

STATE EXPRESS
VIRGINIA CIGARETTES
555

Made by hand—One at a time!

ARDATH TOBACCO CO., LTD., LONDON.



Determine NOW to be Strong and Well

Step out of the gloom of Fatigue and Listlessness, tone up body and nerves with Sanatogen, which, to quote a well-known London physician—"goes to the core of well-being, viz., the cells, and builds these up into a permanent and solid fabric of health."

A physician who tested the influence of Sanatogen on different groups of workers obtained undeniable proof that Sanatogen will increase your vitality by about 50%—See *Medical Echo*, Jan. 1925.

And his own experience was:

"After I have taken Sanatogen for a few days I can do my routine work, which is fairly arduous, without any feeling of fatigue ensuing at any time."

Increase your vitality by increasing your reserve strength. Start using Sanatogen to-day, so that you will be able to feel the happy difference it makes within a fortnight.

SANATOGEN
The True Tonic-Food.

Obtainable at all chemists and stores.

ROYAL HONG KONG GOLF CLUB.

RESULTS OF FANLING NEW YEAR MEETING.

GOVERNOR'S SHIELD AND CAPTAIN'S CUP.

The results of the Fanling New Year Holiday Meeting are now available, and are given below. During the three days, Saturday to Monday, there were bogey pool and medal round competitions over the Old Course for members and subscribers; and a mixed medal round competition over the New Course.

The ideal weather drew many golfers to Fanling during the three days and no less than 100 cards were taken out for the bogey pool competition.

The results of the competitions are appended:—

Bogey Pool.
H. R. Cleland, 1 up, wins.
L. R. Andrews, all square, second.
Other scores:
J. W. Alabaster 1 down
F. H. Crappell 3
I. W. Sheehan 3
A. H. Ferguson 3
H. U. Ireland 3
T. Megarry 3
A. E. Lissaman 3
J. S. McLaren 3
100 cards taken out.

Medal Round.
H. R. Cleland 88-17=71
L. R. Andrews 79-6=73
Other scores:
G. Murray 83-7=76
H. R. Edwards 92-16=76
H. U. Ireland 82-9=77
A. E. Lissaman 88-11=77
31 cards.

Mixed Medal Round.
Results not yet available as Ladies handicaps have to be checked.

The Governor's Shield.
The following are the complete results of the play in the second round of the competition for the Governor's Shield. The results were previously reported, but as there was an error in one of the results we give the corrected list, which has been forwarded to us.

R.A.M.C. (Col. Boylan Smith and Major Lynch) beat Prison Department (J. W. Franks and Capt. H. F. Bloxham), 3 and 4.

Bank Line (J. R. Collis and D. Forbes) beat Union Insurance (E. A. Brodie and J. W. Alabaster), 6 and 4.

Jardine, Matheson & Co. (W. B. Cornaby and A. Piercy) beat H.K. and S'hai Bank (R. L. Moncrieff and E. D. Black), 1 up.

Butterfield and Swire (H. P. Ireland and W. Ironside) beat A.P.C. (T. D. E. Pendered and W. A. Butterfield), 7 and 9.

Shewan, Tomes & Co. (W. Sheehan and J. B. Coulthart) beat Dodwell & Co. (R. M. Smith and L. G. S. Dowdell), 2 and 1.

Johnson, Stokes & Master (D. J. Lewis and L. R. Andrews) beat Vacuum Oil Co. (I. H. Gears and C. C. Stark), 3 and 2.

B.A.T. (F. A. Perry and S. M. Mares) beat University (M. H. Rolley and C. A. Middleton Smith), 3 and 1.

P.W.D. (A. E. Lissaman and N. K. Littlejohn) beat Holyoak, Massey & Co. (A. K. Mackenzie and C. V. Mark), 2 and 1.

The Third Round.
In the third round, which has now been completed, the results are as under:—

(R.A.M.C. (Col. Boylan Smith and Major Lynch) beat Bank Line (J. R. Collis and D. Forbes), 5 and 4.

Butterfield and Swire (H. P. Ireland and W. Ironside) beat Jardine, Matheson & Co. (W. B. Cornaby and A. Piercy), at the 19th.

Johnson, Stokes & Master (D. J. Lewis and L. R. Andrews) beat Shewan, Tomes & Co. (W. Sheehan and J. B. Coulthart), 1 up.

B.A.T. (F. A. Perry and S. M. Mares) beat P. W. D. (A. E. Lissaman and N. K. Littlejohn), 1 up.

The Semi-final.
In the semi-final, the R.A.M.C. pair meet the Butterfield & Swire pair; and Johnson, Stokes & Master meet the B.A.T.

The final is to be played on Sunday, January 30th.

Captain's Cup.
The following are the latest results in the match play stages in the competition for the Captain's Cup:—

First Round.
R. V. Valentine beat A. B. Purves.
C. A. Middleton-Smith, w.o.
A. O. Brown beat A. Leach 3 and 2.

Second Round.
J. S. McLaren beat W. L. Plew, 4 and 3.
Valentine beat Middleton-Smith, 4 and 2.

Denison Cup.
The following have qualified in the first round of the Denison Cup competition to enter the second round:—
A. E. Ferguson, F. J. de Rome.
J. S. McLaren, A. K. Henderson.
(Continued on next column).

SATURDAY'S BOXING TOURNAMENT.

STOKER BOOTH TAKING PLACE OF BROMLEY AGAINST MORRIS.

On Monday it looked as if the principal event for the Hong Kong Boxing Association's fourth tournament at the City Hall on Saturday would be cancelled entirely, and there was the likelihood of the tournament even being called off.

Stoker Norman Morris of H.M.S. *Hermes* was down to meet Able Seaman Bromley of H.M.S. *Wishart* in a fifteen round catch-weight contest. Bromley is a new comer, boxes middleweight and holds several championships, and has challenged Able Seaman Ewin of the *Hermes* for the middleweight championship of the Colony. However, the fight between Morris and Bromley is not taking place, in view of the fact that the *Wishart* has had to leave Hong Kong.

However, a substitute has been found in Stoker Booth, who will now face Morris in the ring on Saturday.

Other events on Saturday will include a 10 rounds welterweight fight between Stoker Reynolds (H.M. Submarines), and Ldg. Seaman Hall (H.M.S. *Titanica*).

The 3rd item is, we are informed of particular interest being a 6 rounds heavyweight contest between Marine Streathfield (R.N. Canton) and Stoker Addison (H.M.S. *Hermes*).

The other fights, all of six rounds each, are as follows. Featherweights: Marine Hills (H.M.S. *Hermes*) v. H. Major (of Hong Kong). Middleweights: Marine Watts v. Piper Smith (R.O.S.B.). Lightweights: H. B. Whittington (H.M.S. *Andros*) v. Ldg. Seaman Baker.

Booking is at Moutries, for members to-day and to-morrow, for the general public January 7th and 8th.

Boxing Personalities.
Mr. "Eddie" Eagan, the amateur heavyweight champion, has gone to Shanghai. Mr. Andre Dupre, the French professional boxer, is announced to meet Fernandez, one of the best Filipino featherweights, at Manila on January 15th.

CRICKET.

After a break last week, the Kowloon Cricket Club will play the H.M.S. *Tamar* on Thursday in their usual mid-week match.

C.S.C.C. v. Club de Recreio.
This league match will take place on the C.S.C.C. ground at 2 p.m., on Saturday.

C.S.C.C.—J. H. B. Nihill (captain), H. F. Harper, H. F. Westlake, R. R. Davies, R. G. Robertson, W. F. J. Gorvin, H. E. Strange, R. S. W. Paterson, C. Sara, R. C. Wittichell, P. P. O'Neill.

HOME FOOTBALL.

LEAGUE RESULTS.

London, January 3rd.
The results of matches played yesterday in the English and Scottish Leagues are appended:—

Division III. (North).
Aston Villa 2, Chesterfield 1.
Hartlepool 1, Stockport 2.
Wigan 1, Halifax 1.

Scottish League.
Aberdeen 2, Hibernians 0.
Airdrie 7, Hamilton 1.
Celtic 2, Queen's Park 3.
Dundee Utd. 1, Dundee 0.

Dunfermline 3, Kilmarnock 3.
Hearts 4, Cowdenbath 3.
Motherwell 3, Falkirk 3.
Partick 1, Rangers 1.
St. Johnstone 1, Clyde 3.
St. Mirren 3, Morton 1.

The New Fixture Card.
The fixture card of the Royal Hong Kong Golf Club for 1927 has just been issued. The programme follows the same lines as 1926, and the events follow on the usual order or about the same dates. This week-end there will be the Captain's Cup competition and qualifying round of the Junior Championship.

The junior championship first round will be played on the 23rd of this month, and the second round on February 6th. The semi-final takes place on the 20th of that month and the final on March 13th. Between these dates there is the final of the Governor's Shield on January 30th, and China New Year Meeting on February 2nd and 3rd. There are the usual week-end competitions during the year, and special meetings on all public holidays. The Shanghai Visitors' Cup is to be played for during the Easter Meeting.

A collision between a junk and a steam launch occurred near Stonecutters Island yesterday. The junk which was badly damaged was towed back to the Kowloon wharves by the launch.

RACING NOTES.

[BY RAPIER.]

Point to Point Race.

On Sunday the 16th instant a point to point race will take place at Fanling under the auspices of the Mounted Infantry Company of the H.K.V.D.C. The race is open to all and it is hoped that the gathering will be a representative one and as successful as the recent paper chase. The winner will receive a cup presented by the Mounted Infantry Company and Mr. H. C. Macnamara has kindly given one for the first member Home belonging to the M. I. Company. No competitor can take both cups. The race will commence at 10.30 and the 9.15 train will be in ample time as it arrives at Fanling at 10.03. All the ponies will be waiting outside the Hunters' Arms. Those desiring to take part in the race should notify Mr. G. Maas (tel. C. 1044) not later than Thursday the 13th instant. Post entries will be taken but it would be a great convenience if intending competitors would send in their names to either Messrs. Macnamara or Potts to facilitate the arrangements regarding ponies.

The course starts at the foot of the hill below Mody's Bungalow, across the River to Lau Wai Sui Hang, on to the Jockey Club Stables and back to the starting point via Sun Wai village. There will be no flags and competitors will be expected to circle the places above indicated. The whole course is visible from the starting point. A map of the course is in the hands of Mr. Alec Potts and anyone desiring to see it should get in touch with him. The course may be walked over at any time prior to the race but intending competitors are asked not to ride over it.

Mats.

The meet to-day will be at The Hunters' Arms at 2.30.

On Saturday the 8th instant the meet will be at The Hunters' Arms at 2.30 for hare and hounds. The hare will be Messrs. Macnamara and Potts and they will be given a start of about twenty minutes laying paper as they go. This will give the hounds a rest as it has been found that two consecutive days' hunting was too much for them.

On Sunday the 9th instant the meet will be at Potts' Bungalow for the usual fox hunt.

THE BEN LINE STEAMSHIP LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENEDI."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before the 24th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 4th January, 1927. [4338]

HONG KONG TO EUROPE.

A SPLENDID OPPORTUNITY TO TRAVEL FROM HONG KONG TO EUROPE IS AFFORDED BY THE LARGE AND LUXURIOUS

CUNARD LINER

S.S. "CALIFORNIA"

Via

MANILA, BATAVIA, SINGAPORE, RANGOON, CALCUTTA, COLOMBO, BOMBAY, SUEZ, HAIFA, JERUSALEM, ATHENS, NAPLES, MONACO AND CHERBOURG.

Due to Sail from HONG KONG at 8 a.m. on the 15th MARCH, 1927.

For Passage Rates and Further Information, Please Apply to:—

THE TOURIST DEPARTMENT, OF THE HONG KONG & SHANGHAI HOTELS, Ltd. 2nd Floor, Exchange Building, HONG KONG.

NORDEUTSCHER LLOYD, BREMEN.

THE Motor Ship "FULDA" having arrived from BREMEN, HAMBURG and ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon where Delivery can be obtained. All Goods remaining undelivered after the 8th of January 1927, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Andersen & Aase, at 10 a.m., on the 8th of January, 1927.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Underwriter for countersignature.

MELCHERS & CO., Agents.

NORDEUTSCHER LLOYD, BREMEN, Hong Kong, 1st January, 1927. [4378]

MARTIN'S PILLS
APIOL & STEEL
Sure and certain for all Female complaints. Every lady should keep a box in the house. Chemists and Stores sell them throughout the world. Proprietor: MARTIN, Chasid, Southampton, England.

PRINCE LINE.

NOTICE TO CONSIGNEES. FROM NEW YORK.

THE Motor Vessel "JAPANESE PRINCE" having arrived from the above Port on 3rd instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Saturday, 8th instant, at 10 a.m.

All Claims must be presented within Fifteen days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant, will be subject to Rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

FURNESS (FAR EAST), LTD., 2nd Floor, King's Building, Consignees' Room, Telephone No. 3165, Hong Kong, 3rd January, 1927. [4384]

ON SALE.

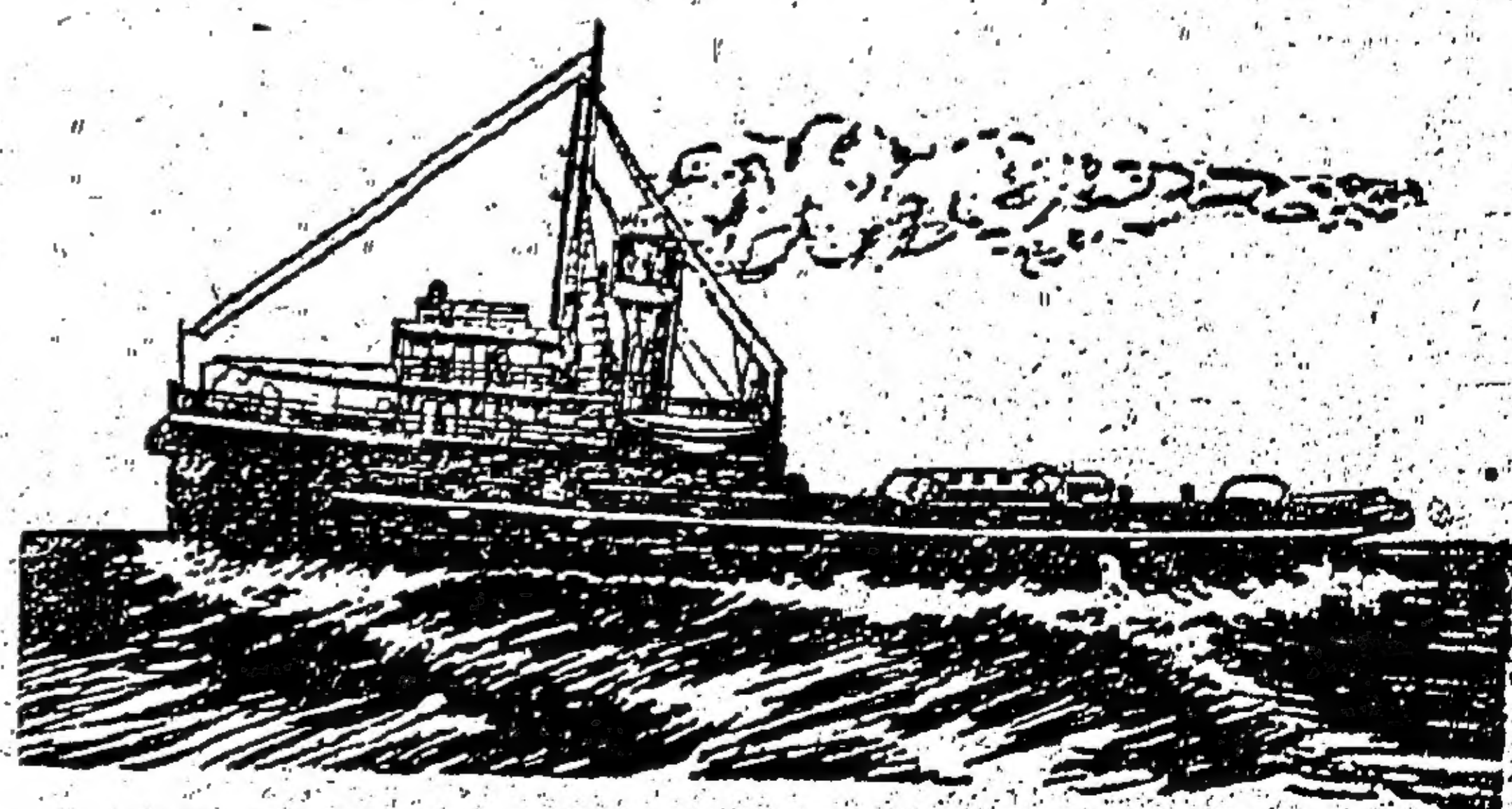
HONG KONG HANSARD REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL for the Session 1925. Revised by Members.

PRICE \$5. HONG KONG DAILY PRESS OFFICE.

The HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG. Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Editions; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer.

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), L.E.P. 2,000. Fitted with electrically driven submarine and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager, R. M. DYER, B.Sc., M.A.N.A., Kowloon Dock, Hong Kong.

CHINA NAVIGATION COMPANY, LIMITED.

AMOI & SHANGHAI	"SUITYANG"	On 8th Jan. 8 a.m.
SWATOW, SINGAPORE & BANGKOK	"KWEIYANG"	On 8th Jan. 8 a.m.
SHANGHAI	"LUCHOW"	On 8th Jan. 6 a.m.
SHANGHAI & TSINGTAO	"SZECHUEN"	On 7th Jan. Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"KURICHOW"	On 8th Jan. 4 p.m.
SWATOW, SHANGHAI & TIENTSIN	"KANOHOW"	On 9th Jan. 6 a.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 9th Jan. 8 a.m.
SWATOW & BANGKOK	"KAYING"	On 10th Jan. 10 a.m.
HOIHOW & HAIPHONG	"TEAN"	On 13th Jan. Noon.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To
\$60 SINGLE AND \$90 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Telephone: CENTRAL 35.
CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS
VIA MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hong Kong ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	8th January	10th January
CHANGTE	8th February	15th February
TAIPING	11th March	15th March
CHANGTE	12th April	19th April

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"BLUE FUNNEL LINE"
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AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "OANFA"	Via Suez Canal	14th January.
S.S. "OYOCLOPS"	Via Suez Canal	28th January.
S.S. "CITY OF JOHANNESBURG"	Via Suez Canal	11th February.
S.S. "PELEUS"	Via Suez Canal	25th February.
S.S. "CITY OF BRISTOL"	Via Suez Canal	11th March.
S.S. "ATREUS"	Via Suez Canal	25th March.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

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BUTTERFIELD & SWIRE, or THE BANK LINE LTD., HONG KONG.
HONGKONG & CANTON. J. BOWNE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

BY FAST MOTOR VESSELS

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For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegram: Furnprince.

King's Building.

[19]



KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 7th January.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to destinations in the Netherlands East Indies
and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.
Telephone: 1574. YORK BUILDING, CHATER ROAD.

Shipping News

Arrivals and Departures,
Passengers, etc.

ARRIVALS.

January 3rd.
Arifura, British str., 5,507 tons,
Capt. A. S. Gordon, from Aus-
tralia, which port she left on
December 11th, with a general
cargo, lying at Kowloon Wharf.
—Mackinnon, Mackenzie & Co.
Delagor Maru, Japanese str., 4,373
tons, Capt. S. Kuba, from
Osaka and Shanghai. The latter
port she left on December 31st,
with cotton jeans, lying at buoy
No. A3—M.Y.K.

Japanese Prince, British motorship,
3,374 tons, Capt. R. T. W.
Mussam, from New York and
Shanghai. The latter port she
left on January 1st, with gen-
eral cargo and tobacco, lying at
buoy No. A30—Furness (Far
East).

Wingun, Chinese str., 502 tons,
Capt. J. A. de Lemos, from
Fort Bayard, with a general
cargo, lying at Saikong Wharf.
—Yew Kee Co.

January 4th.
Africa, Danish motorship, 8,507
tons, Capt. E. Himmelstrup,
from Shanghai, which port she
left on December 31st, with
beans and general cargo, lying
at buoy No. A6—John Manners
& Co.

Amazone, French str., 10,000 tons,
Capt. Conte, from Yokohama,
which port she left on December
20th, with 1,200 tons of general
cargo, lying at Kowloon Wharf.
—Messageries Maritimes.

Borneo Maru, Japanese str., 4,261
tons, Capt. K. Fukue, from Bombay
and Singapore. The latter port
she left on December 23rd,
with a general cargo, lying at
buoy No. A3—O.S.K.

Haimun, Chinese str., 641 tons,
Capt. H. Carneiro, from Kwang
Chow Wan, with a general
cargo, lying at buoy No. C32—
Foo Yow S.S. Co.

Kueichow, British str., 1,220 tons,
Capt. H. P. Carver, from Tien-
tsin and Weihaiwei, with a
general cargo, lying at buoy
No. C34—E. & S.

Nyanza, British str., 4,522 tons,
Capt. L. M. Gordon, from Kobe
and Shanghai. The latter port
she left on January 1st, with a
general cargo, lying at buoy
No. A5—Mackinnon, Mackenzie
& Co.

Torch, German str., 5,003 tons,
Capt. Paul Miltzoff, from
Kobe and Shanghai. The latter
port she left on January 1st,
with a general cargo, lying at
buoy No. A25—Melchers & Co.

CLEARANCES.

January 4th.
Africa, for Singapore.
Amazone, for Saigon.
Arifura, for Moji.
Borneo Maru, for Shanghai.
Cheung On, for Shanai.
Chung Kung, for Tourane.
Daviken, for Swatow.
Delagor Maru, for Singapore.
Hui Hong, for Swatow.
Harunuma Maru, for Hongay.
Hydrangea, for Kwang Chow Wan.
Homann Maru, for Hongay.
Iadus Maru, for Singapore.
Jade, for Hoibow.
Japanese Prince, for Manila.
Knut Hanson, for Canton.
Liangechow, for Swatow.
Newchwang, for Swatow.
New Mathilde, for Haiphong.
Nyanza, for Singapore.
Szechuen, for Shanghai.
Szechuen, for Canton.
Tai Nee Mo, for Kwang Chow Wan.
Tai Tak, for Hongay.
Tak King, for Autow.
Tallies, for Singapore.
Torch, for Manila.

SUNRISE AND SUNSET IN
HONG KONG.

FOR JANUARY, 1927.

STANDARD TIME OF THE 120th
MERIDIAN, EAST OF
GREENWICH.

Date.	Sunrise.	Sunset.
January 5th	7.04 a.m.	5.53 p.m.
" 6th	7.04 "	5.53 "
" 7th	7.05 "	5.54 "
" 8th	7.05 "	5.55 "
" 9th	7.05 "	5.56 "
" 10th	7.06 "	5.57 "
" 11th	7.06 "	5.57 "
" 12th	7.06 "	5.58 "
" 13th	7.06 "	5.58 "
" 14th	7.06 "	5.58 "
" 15th	7.06 "	5.58 "
" 16th	7.06 "	5.58 "
" 17th	7.06 "	5.58 "
" 18th	7.05 "	5.58 "
" 19th	7.05 "	5.58 "
" 20th	7.05 "	5.58 "
" 21st	7.05 "	5.58 "
" 22nd	7.05 "	5.58 "
" 23rd	7.05 "	5.58 "
" 24th	7.05 "	5.58 "
" 25th	7.05 "	5.58 "
" 26th	7.04 "	5.58 "
" 27th	7.04 "	5.58 "
" 28th	7.04 "	5.58 "
" 29th	7.04 "	5.58 "
" 30th	7.03 "	5.58 "
" 31st	7.03 "	5.58 "

PASSENGERS.

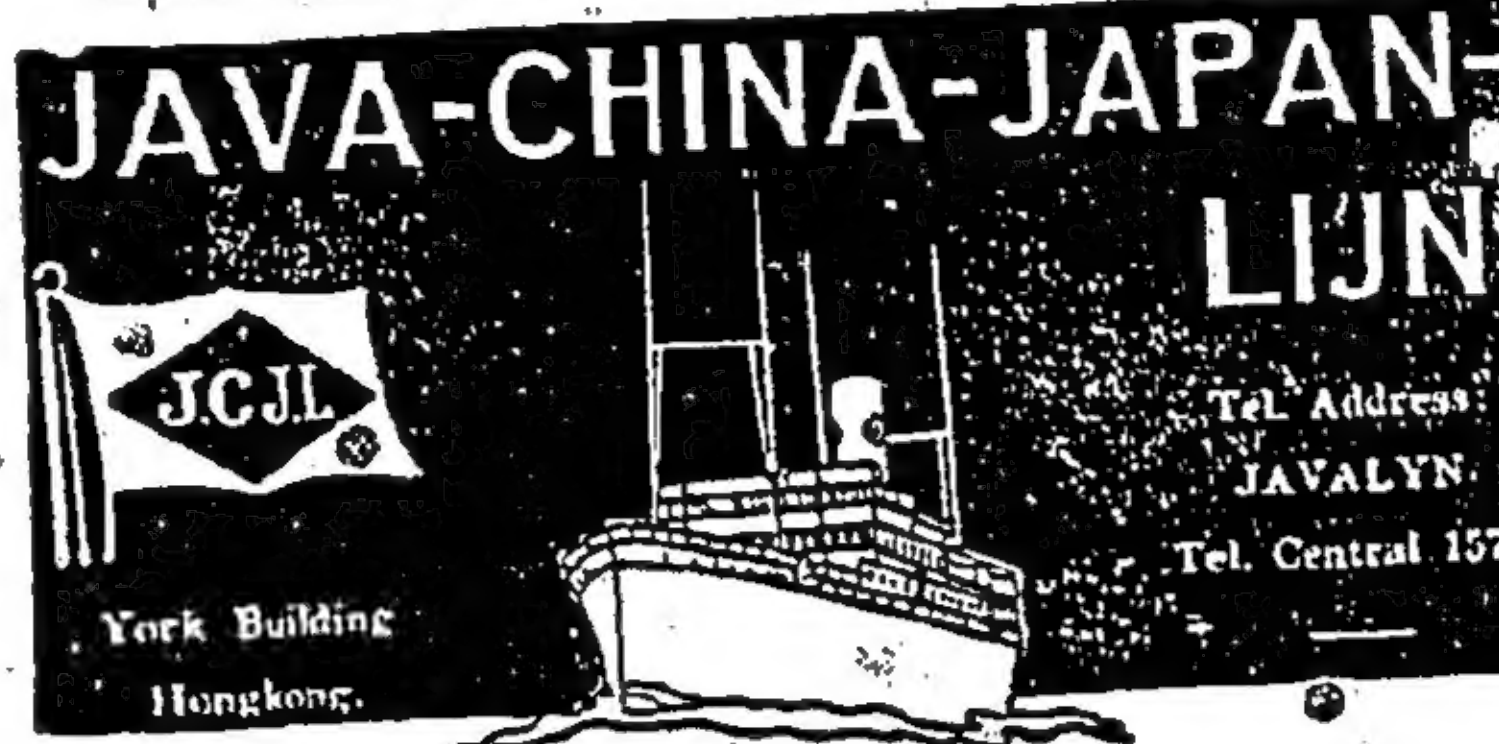
ARRIVALS.
Per s.s. Arifura, on January
3rd, from Australia: Rev. F. H.
Wilkinson, Mrs. Wilkinson and
three children, Miss D. Robertson,
Miss E. E. Gordon, Mr. E. W.
Dawson, Dr. E. Briester, Mr. and
Mrs. Grossman, Mrs. L. Dunbar,
and Miss A. Keifer.
Per s.s. Amazone, from Yoko-
hama, on January 4th: Mr. Fayet,
Mr. Dreyse, Mr. and Mrs. Brandt,
Col. J. Furber, Mr. Sharp Foster,
Col. Kabayashi, and Mr. and Mrs.
Lacroix.

DEPARTURES.
Per s.s. Arifura, on January
4th, for Marseilles and ports:—
Mr. M. F. Kline, Mrs. Grandjean
and two children, Dr. Prister, Mr.
L. de Gieland, Vicomte de Ronge,
Mrs. A. W. Fearn, Miss F. Edgar,
Mr. H. M. Cornall, Mr. J. B.
Mendes, and Mr. J. Jaffres.

THREE VERDICTS REJECTED.

JUDGE AND IRISH JURY.

Three times the judge refused to
accept the verdict of the jury in
the case of James Killeen, charged
recently at the Central Criminal
Court, Dublin, with having unlaw-
fully escaped, with eighteen other
prisoners, from Mountjoy Gaol.
Killeen refused to plead, and the
jury finding him "not guilty," a
plea of not guilty was entered.
On the conclusion of the case the
jury three times returned to court
with a verdict that accused "left
the prison." This the judge re-
fused to accept. On the fourth de-
cision the jury delivered a verdict of
guilty, and the prisoner was put
back for sentence.

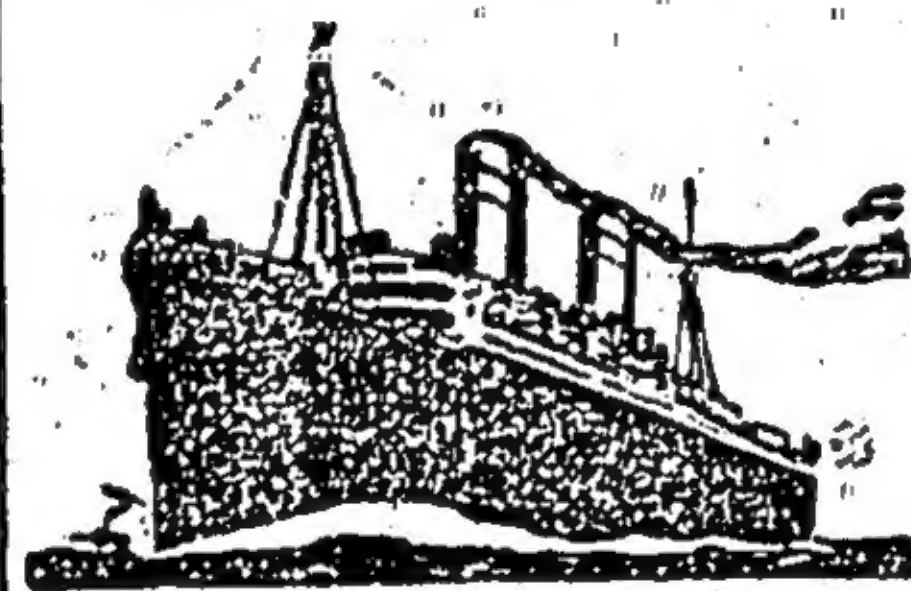


REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TUKANDI	JAPAN	4th Jan.	5th Jan.	BATAVIA
TUTAROM	JAVA & MANILA	4th "	6th "	AMOI & N. CHINA
TJIMANOEK	NORTH CHINA	6th "	7th "	BATAVIA
TJISONORI	JAVA	8th "	12th "	SHANGHAI
TJISAROEI	SHANGHAI	10th "	13th "	BATAVIA
TJISALAK	NORTH CHINA	12th "	21st "	MAKASSAR & JAVA

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have
accommodation for a limited number of saloon passengers. All steamers
carry a duly qualified surgeon. Cargo taken at through rates to all ports in
Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN

NORDDEUTSCHER LLOYD, BREMEN.



FAR EASTERN
PASSENGER AND
FREIGHT SERVICE.

Cabin class: £73. 0d.
Intermediate class: £48. 2s. 0d.
To GENOA.

NEXT SAILINGS:

STEAMERS	ARRIVAL AT HONG KONG AND SAILINGS FOR SHANGHAI AND JAPAN.	SAILINGS FROM HONG KONG TO GENOA, AMSTERDAM, ROTTERDAM, HAMBURG, AND BREMEN, VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
"Accommodation for 100 Cabin Class and 150 Intermediate Class Passengers."		
S.S. "FULDA"	1st Jan., 1927.	6th February, 1927.
S.S. "DERFFLINGER"	27th Jan. "	26th February, "
S.S. "TRIER"	25th Feb. "	26th March, "
S.S. "SAARHUECKEN"	23rd March, "	30th April, "
S.S. "COELENZ"	22nd April, "	21st May, "

For Freight and Passage, please apply to—

MELCHERS & CO.,
Agents,
HONG KONG.

Telephone: C. 4557.
4, Queen's Building, Chater Road.

HAMBURG-AMERIKA LINIE

COMBINED FREIGHT AND PASSENGER SERVICE.
CABIN CLASS ACCOMMODATION FOR 30 PASSENGERS.
FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

SAILINGS FROM EUROPE FOR SHANGHAI AND JAPAN.
S.S. "MUNSTERLAND" due here on or about the 18th January, 1927.
S.S. "OLDENBURG" due here on or about the 15th February, 1927.
S.S. "SAARLAND" due here on or about the 14th March, 1927.

SAILINGS FOR EUROPE.
S.S. "PREUSSEN" sailing on or about 5th January, 1927.
S.S. "VOGTLAND" sailing on or about 24th January, 1927.
S.S. "MUNSTERLAND" sailing on or about 3rd March, 1927.

Vessel call at Genoa, Marseilles, Rotterdam and Hamburg.

Vessel call at Genoa, Rotterdam and Hamburg.

Sailings date subject to alteration without notice.

For freight, passage and further particulars please apply to

JEBSEN & CO.
12, PEDDER STREET.
TEL. C. 2225.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

(SAILINGS SUBJECT TO ALTERATIONS.)

STRAITS & CALCUTTA	"HOSANG"	Wednesday, 5th Jan., at 3 p.m.
CANTON	"KWONGSANG"	Thursday, 6th Jan., at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"WAISHING"	Sunday, 9th Jan., at 7 a.m.
OSAKA via MOJI & KOBE	"FOCKSANG"	Tuesday, 11th Jan., at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	Wednesday, 12th Jan., at 7 a.m.
SANDAKAN	"HINSANG"	Wednesday, 12th Jan., at 2 p.m.
TIENTSIN	"CHEONGSHING"	Friday, 14th Jan., at Noon.
HAIPHONG via HOIHOW	"MINGSANG"	Saturday, 15th Jan., at 8 a.m.
TSINGTAU via SWATOW & SHANGHAI	"HOPSANG"	Sunday, 16th Jan., at 7 a.m.
OSAKA via MOJI & KOBE	"KUTSANG"	Wednesday, 19th Jan., at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"KWANGSANG"	Wednesday, 19th Jan., at 7 a.m.
STRAITS & CALCUTTA	"KUMSANG"	Friday, 21st Jan., at 3 p.m.
KOBE & MOJI	"SUISANG"	Sunday, 23rd Jan., at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"YATSHING"	Sunday, 23rd Jan., at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING"	Wednesday, 25th Jan., at 7 a.m.
SANDAKAN	"MAUSANG"	Friday, 25th Jan., at 1 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

Telephone: CENTRAL No. 213.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hong Kong
"GLENIFFER"	11th Jan.
"GLENOGLE"	20th Jan.
"GLENAMOI"	6th Feb.
"GLENABRY"	17th Feb.
"GLENAPP"	3rd Mar.
"GLENLUCE"	20th Mar.

HOMEWARDS.

Vessel	Discharges Leaves H. Kong.
"GLENSHIEL"	26th Jan.
"GLENAMOI"	1st Feb.
"GLENABRY"	11th Feb.
"GLENOGLE"	21st Jan.
"GLENLUCE"	1st March

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.
Telephones: Central No. 215 sub-23, and Central 3596.

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (PIUMI).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA
AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hong Kong.
M.V. "ROMOLO" ... Sails on or about 5th January, 1927
M.V. "VIMINALE" ... Sails on or about 3rd February, 1927
HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hong Kong.
S.S. "VENEZIA" ... Sails on or about 7th January, 1927
M.V. "ROMOLO" ... Sails on or about 4th February, 1927
M.V. "VIMINALE" ... Sails on or about 4th March, 1927

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.
"UMSINGA" ... Sails from Calcutta 31st January, 1927.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.
Agents.

Telephone: Central 1030.

[17]

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings
subject to alteration without notice.

FOR

SWATOW, AMOI & FOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAINING	Friday, 7th January, at 2 p.m.
HAICHONG	Tuesday, 11th January, at 1 p.m.
HAIPHONG	Friday, 14th January, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)
Round Trip Tickets will be issued from Hong Kong to Fochow
(Pagoda Anchorage) or vice versa and Return by the same Steamer at
the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER.

STRAIGHTS	H'kong	Shanghai	Kobe	Yokohama	Vancouver
EXPRESS OF ASIA	Jan. 6	Jan. 9	Jan. 12	Jan. 15	Jan. 24
EXPRESS OF CANADA	Jan. 26	Jan. 29	Jan. 31	Feb. 3	Feb. 13
EXPRESS OF RUSSIA	Feb. 19	Feb. 22	Feb. 25	Feb. 28	Mar. 8
EXPRESS OF CANADA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EXPRESS OF RUSSIA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EXPRESS OF CANADA	Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EXPRESS OF RUSSIA	May 11	May 14	May 17	May 20	May 29
EXPRESS OF CANADA	June 1	June 4	June 7	June 10	June 19
EXPRESS OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EXPRESS OF ASIA	July 11	July 14	July 17	July 20	July 31

(Russia and E/Russia call at Nagasaki the day after departure from Shanghai.)

CONNECTING SAILINGS ST. JOHN TO LIVERPOOL.	
MONTROSE	February 4
MONTCAIRN	February 19
MONTCAIRN	March 12
MONTCAIRN	March 26
MONTCAIRN	April 9
MONTCAIRN	April 23
MONTCAIRN	May 6
MONTCAIRN	May 20

Frequent Sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

BOOKINGS NOW OPEN.
Early application for Space is advisable.

SPECIAL FARES TO EUROPE
£120 £112 £83

HONGKONG-MANILA SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Jan. 15	Jan. 17	EXPRESS OF RUSSIA	Jan. 20

CANADIAN PACIFIC EXPRESS
TRAVELLERS CHECKS PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: GAOANPAC.
Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Probable Sailings from H'K for Japan	Probable Sailings from H'K for Marseilles
ANGERS	3rd Dec. 1926	5th Jan. 1927	15th Jan. 1927
ANTAGNAN	17th Dec. "	18th Jan. "	15th Feb. "
BRINK	31st Dec. "	2nd Feb. "	1st Mar. "
ANGKOB	14th Jan. 1927	16th Feb. "	15th Mar. "
PORTHUS	28th Jan. "	2nd Mar. "	29th Mar. "
PAUL LEVAT			

BATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance.)

A Class 1st Class £2 5s. Od. 1st Class £2 5s. Od. 2nd Class £1 5s. Od. 3rd Class £1 5s. Od.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).

"DR. P. BENOT" from DUNKIRK, LONDON & HAVRE is due to arrive about the 9th or 10th January 1927.

Sailings subject to alteration without notice.

For full Particulars, apply to: MESSAGERIES MARITIMES CO., 3, Queen's Building, Telephone: Central 740. CONSIGNATION-TRANSIT-REPRESENTATION.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU	Tuesday, 11th Jan. at Noon
TENYO MARU	Monday, 24th Jan. at Noon
KOREA MARU	Sunday, 6th Feb. at Noon
SHINYO MARU	Tuesday, 22nd Feb. at Noon
SIBERIA MARU	Sunday, 6th March at Noon

*Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

BAKUO MARU	Saturday, 15th Jan. at 11 a.m.
GINYO MARU	Saturday, 29th Jan. at 11 a.m.
BAKUO MARU	Saturday, 12th Feb. at 11 a.m.

MARSEILLES, LONDON, ANTWERP & ROTTERDAM via Ports.

SUWA MARU	Saturday, 15th Jan. at 11 a.m.
FUSHI MARU	Saturday, 29th Jan. at 11 a.m.
BAKUO MARU	Saturday, 12th Feb. at 11 a.m.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU	Wednesday, 19th Jan. at 11 a.m.
KISHIMA MARU	Wednesday, 23rd Feb. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TASUNO MARU	Thursday, 10th Feb.
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BURNES AIRS via Singapore, Durban & Cape Town.

KAMAKURA MARU	Saturday, 5th Feb.
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BOMBAY via Singapore, Penang & Colombo.

FAMBA MARU	Tuesday, 11th Jan.
RANGOON MARU	Saturday, 22nd Jan.

COLOTTA via Singapore, Penang & Rangoon.

PENANG MARU	Wednesday, 18th Jan.
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NAGASAKI, KOBÉ & YOKOHAMA.

MISEIMA MARU	Saturday, 21st Jan.
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SHANGHAI, KOBÉ & YOKOHAMA.

SEIYO MARU (Moji direct) Thursday, 6th Jan.

RAKUSAN MARU Monday, 10th Jan.

AKI MARU Thursday, 13th Jan.

KITANO MARU Tuesday, 25th Jan.

For further information, apply to: NIPPON YUSEN KAISHA, Telephone: Central No. 294 (Private messages to all Depts.)

Shipping News Daily Statement, Shipping Notes, Vessels Expected, etc.

YESTERDAY'S STATEMENTS.

LOCAL AND THROUGH FREIGHTS DECREASE CONSIDERABLY.

Imports into the Colony and freights carried for ports beyond Hong Kong by the steamers which came into port during the 24 hours ended at 9 a.m. yesterday, showed a heavy decrease.

Out of the 7 vessels which arrived here, only 6 carried cargo for local discharge, which amounted to 1,880 tons, with over 50 per cent. on British steamers. The best return was shown by the s.s. *Arifura*, from Melbourne and Manila, which brought 917 tons of general merchandise for discharge here.

Through freights were carried by 5 vessels out of the 7 which came into the harbour during the 24 hours ended at 9 a.m. yesterday. Although the tonnage carried was far below the average, it amounted to 11,049 tons, with only 2,927 tons on 2 British vessels.

The two best returns were registered by the Japanese vessel *Borneo Maru* and the s.s. *Arifura* (British). The former arriving from Bombay and Singapore had 3,458 tons, and the latter 1,438 tons from Melbourne and Manila.

There were 7 arrivals and 16 departures during the period under review. Their nationalities were: British, 2 arrivals and 3 departures; German, 1 arrival and 1 departure; Japanese, 2 arrivals and 3 departures; Chinese, 2 arrivals and 3 departures; American, 3 departures; and Danish, 1 departure.

VESSELS EXPECTED.

<i>Achilles</i> (Blue Funnel), due Jan. 27th 1927.
<i>Adriatic</i> (Blue Funnel), due Feb. 12th 1927.
<i>Cathay</i> (Swedish East Asiatic), due January 21st 1927.
<i>Denmark</i> (P. & O.), due to-morrow, about 5 a.m.
<i>Empress of Russia</i> (C.P.R.), due January 13th.
<i>Leina</i> (Blue Funnel), due January 7th 1927.
<i>Macassar</i> (Blue Funnel), due Jan. 16th 1927.
<i>Meriones</i> (Blue Funnel), due Feb. 17th 1927.
<i>Mentor</i> (Blue Funnel), due Feb. 3rd 1927.
<i>Marna</i> (P. & O.), due to-morrow, about 2 p.m.
<i>Nanking</i> (Swedish East Asiatic), due January 31st.
<i>Patrolus</i> (Blue Funnel), due Feb. 2nd 1927.
<i>Verses</i> (Blue Funnel), due Jan. 20th 1927.
<i>Preussen</i> (Hamburg-Amerika Line), due this morning.
<i>Rhezen</i> (Blue Funnel), due Jan. 27th 1927.
<i>Sarpedon</i> (Blue Funnel), due to-day.

TORPEDO TARGET PRACTICE.

Information has been received at the Harbour Office from the Naval Authorities to the effect that Torpedo Target Practice No. 1 was to be placed in position at Lai Chi Kok yesterday.

The Red flag will be hoisted on the 2,000 yards target and on the end of the piers while torpedo running is taking place. This will always be the signal when the range is in use.

SHIPPING NOTES.

The total number of deck passengers entered into Hong Kong during the 24 hours ended at 9 a.m. yesterday was 53.

The master of the s.s. *Arifura*, which came into port yesterday from Melbourne and Manila, reported the death of a Chinese deck passenger on the voyage out.

The R.M.S. *Empress of Asia* is now at her wharf at Kowloon, preparatory to sailing for Vancouver via Shanghai and Japan to-morrow. There is now in dock, the *Empress of Canada*, which will emerge looking as beautiful and spick and span as the *Empress of Asia*. The *Empress of Russia* is due here next week, and on her return from Manila will also be refitted and repainted. When that is completed the trans-Pacific run will be carried out by these three liners according to the usual schedule.

Vessels arriving too late for inclusion in the morning statement yesterday, were the *Nyanza* (British) from Kobe and Shanghai with only eleven tons of cargo for local discharge, and 1,616 tons for other ports. The China Navigation Co.'s *Kueichow* arrived from Tientsin and Chefoo with 2,780 tons of freight for Hong Kong, and also carried 35 tons of general cargo for Canton.

The *Kueichow*, arriving from Tientsin and Chefoo, reported to the Harbour Office yesterday that at 4.30 p.m. on Monday, a derelict junk, bottom up, was sighted in Latitude 22.35; N. Longitude 115.55 E. The wreck is dangerous to navigation.

The Danish vessel *Afrika* arrived from Shanghai with a full cargo for this port, but carried 9,972 tons of beans seed for ports beyond; the Messageries Maritimes *Amazone* from Yokohama and Shanghai discharged 40 tons of general cargo here and sailed again yesterday with 1,136 tons for ports beyond.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.45 p.m., stated: The anti-cyclone has weakened slightly. Moderate monsoon may be expected along the S.E. coast of China and over the N. China Sea. Local forecast: East winds, moderate, fine to cloudy.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS
LOADING DIRECT FOR
MARSEILLES, VALENCIA, ROTTERDAM, HAMBURG
AND SCANDINAVIAN PORTS.

m.v. "AGEA"	7th January, 1927
m.v. "FORMOSA"	25th January, 1927
m.v. "CANTON"	28th February, 1927
FOR SHANGHAI AND JAPAN PORTS.	
m.v. "CANTON"	25th January, 1927
m.v. "NANKING"	31st January, 1927

For further particulars, apply to the Agents—

GILMAN & CO. LTD. G.E. HUYGEN
Hong Kong. Canton.

BANK LINE LTD.

AGENTS FOR: ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT
S.S. "CITY OF GLASGOW" For Marseilles, London, Hamburg & Havre 10th January.

Passenger Service
S.S. "CITY OF LAHORE" London, Havre, Rotterdam & Hamburg 9th February

FARES TO LONDON: First Class £72, Second Class £49 10s.
S.S. "CITY OF CALCUTTA" Marseilles, London, Havre & Hamburg 24th March.

FARES: First Class to MARSEILLES £66; to LONDON £72.
Second Class to MARSEILLES £41; to LONDON £49 10s.

AUSTRALIA
Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE... AMERICAN and MANCHURIAN LINE
S.S. "CITY OF BRISTOL" via Suez Canal 11th March.

ALSO AGENTS FOR
ANDREW WEIR & CO.

SERVICES TO
BOSTON, NEW YORK & HAVANA... AMERICAN & ORIENTAL LINE
M.V. "WEIRBANK" via Suez Canal 30th January.

M.V. "LARCHBANK" via Suez Canal 30th March.
MAURITIUS & SOUTH AFRICA... ORIENTAL AFRICAN LINE
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderia Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to: Telephone: Central 4791.

THE BANK LINE, LTD.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEBENS,
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"NYANZA"	7,023	5th Jan. Noon	S'pore, Penang, Colombo & B'bay.
"MALWA"	10,941	8th Jan. Noon	Marseilles & London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London, Antwerp & Hull.
"DEVANHA"	8,155	28th Jan.	S'pore, Penang, Colombo & B'bay.
"MORHA"	10,915	5th Feb.	Marseilles & London.
"DELTA"	8,097	10th Feb.	S'pore, Penang, Colombo & B'bay.
"KASHMIR"	9,005	19th Feb.	Marseilles, L'don, Antwerp & Hull.
"NELLORE"	8,852	2nd March	S'pore, Penang, Colombo & B'bay.
"MANTUA"	10,902	12th March	Marseilles & London.
"KASHGAR"	9,005	18th March	Marseilles, L'don, Antwerp & B'dam.
"NYANZA"	7,023	19th March	S'pore, Penang, Colombo & B'bay.
"MONGOLIA"	15,504	19th March	Marseilles & London.
"MACEDONIA"	11,120	2nd April	Marseilles & London.
"DEVANHA"	8,155	5th April	Marseilles, L'don, Antwerp & B'dam.
"KARMALA"	9,125	15th April	Marseilles, London, & Antwerp.
"DELTA"	8,097	27th April	S'pore, Penang, Colombo & B'bay.
"MALWA"	10,930	30th April	Marseilles & London.
"KALWA"	9,138	14th May	Marseilles, London and Antwerp.
"MORHA"	10,198	25th May	Marseilles & London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, P'ruas, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TAKADA"	6,940	22nd Jan.	Singapore, Penang and Calcutta.
"TILAWA"	10,000	1st Feb.	do.
"TALAMBA"	8,500	7th Feb.	do.
"TALMA"	10,000	12th Feb.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ARAFURA"	6,000	23rd Jan.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,988	4th Mar.	
"ST. ALBANS"	4,500	1st April	
"ARAFURA"	6,000	20th April	
"TANDA"	6,988	3rd June	
"ST. ALBANS"	4,500	1st July	

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Utsu, Oahu, Kolombangara, Tawao, Timor, Durwin, or other ports en route as indicated.

Frequent connections from Australia with the following:—The Union S.S. Co.'s steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"DEVANHA"	8,155	6th Jan. 4 p.m.	Shanghai, Moji and Kobe.
"MORHA"	10,915	7th Jan. 10 a.m.	Shanghai, Moji and Kobe.
"TILAWA"	10,000	11th Jan.	Shanghai and Kobe.
"TALAMBA"	8,500	16th Jan.	Moji and Kobe.
"TALMA"	10,000	19th Jan.	Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"DELTA"	8,097	21st Jan.	Shanghai, Moji and Kobe.
"TALMA"	10,000	21st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"NELLORE"	8,852	5th Feb.	Shanghai, Moji and Kobe.
"NAGPORE"	8,253	6th Feb.	S'pore, Moji, Kobe and Yokohama.
"TANDA"	6,988	8th Feb.	Shanghai and Kobe.
"MONGOLIA"	15,504	17th Feb.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	18th Feb.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	4th March	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	8th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	8,155	13th March	Shanghai, Moji and Kobe.
"KARMALA"	9,125	15th March	Shanghai, Moji and Kobe.
"MALWA"	10,930	1st April	Shanghai, Moji and Kobe.
"DELTA"	8,097	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to: MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG.

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.
THE NEW HART AMERICAN STEAMERS
FOR VICTORIA AND SEATTLE
SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT GRANT"	Jan. 11th, 5 p.m.
"PRESIDENT MADISON"	Jan. 23rd, 5 p.m.

